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THE SAUSALITO GENERAL PLAN

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City Council

Douglas Fancher - Mayor
Glendon Miskel - Vice Mayor
Amy Belser
Robin Sweeny
William Ziegler

Planning Commission

Charles Ruby - Chairman
Kate Sears - Vice Chairman
Cameron Dorsey
Jerry Williams
Lore Phillips

Past Commission Members

Charles Donald William Ziegler
Roland Selman (Resigned)

Design Review Board

Edward Murphy - Chairman
William Werner - Vice Chairman
Ginne Kelsey
Tara Michele Cahn
Tom Craveiro

Past Board Members

Claude Alverson Jerry Williams
Bonnie Wudtke

General Plan Steering Committee

Bea Seidler - Chairman
Mary Ann Sears - Vice Chairman
Billie Anderson James Leefe
Amy Belser Lore Phillips
Doris Berdahl Annette Rose
Phil Frank Charles Ruby
Barbara Geisler Sol Silver
Dorothy Gibson Bonnie Wudtke
Martin O'Leary (Resigned) Saga Perry (Resigned)
Doris Ralston (Resigned) Merv Regan (Resigned)

Historic Landmarks Board

Martha Bredon Philip Synder
Christianna Seidel Janet Tracy

Past Board Members

Susan Frank Glendon Miskel
John Mount Elizabeth Sandidge
Eric Elsesser Don Chandler (Resigned)

Underground Committee

Patty Bacon Diane Toly
Peter Cregut Norman Wohlschlaeger

Past Committee Members

Debbie Ferguson Sidney Messer

Parks and Recreation Commission

Dennis Elsasser Marilyn Oliver
Walt Lemmermann Julie Fox Warren
Pat Zuch

Past Commission Members

Martin Brown Dianne Chute

Sausalito Community Development Department

Charlotte Flynn, Community Development Director
Steven A. Sparks, Associate Planner
Victoria DeWald, Administrative Aide

Consultants

Robert Harrison - Transportation Planning & Management (1989-1995)
James Joyce - Joyce Associates, Geologic Consultants (1992-1995)
Jeffery Baird - Jeffery Baird and Associates (1991-1993)
LCP Associates (1989-1990)
Leon Pirofalo George Barbour, Jr.
Don Skinner Don Woolfe
H.T. Harvey & Associates - Ecological Consultants (1989-1990)
Holman & Associates - Archaeological Consultants (1989-1990)
Murray Levish - Earth Systems Consultants (1989-1990)
Edward Pack Associates - Acoustical Consultants (1989-1990)

INTRODUCTION TO THE SAUSALITO GENERAL PLAN

Section 1.1

AUTHORITY AND PURPOSE

All cities and counties in California are required by State law to prepare and adopt a General Plan which must meet specified legal requirements. The Sausalito General Plan is intended to do much more than merely meet the legal requirements. It is intended to be a statement of what the citizens of Sausalito view as desirable, and, most importantly, how they want it to be in the future.

The California Government Code specifically defines the purpose and content of General Plans. Primarily, state law requires that the General Plan be an integrated, interrelated collection of documents comprising analysis and data supporting its proposed objectives, policies, standards and actions. Subject areas that may be covered in the plan are land use, circulation, housing, safety, open space, conservation and noise.

In addition to the mandatory elements, the Government Code permits local agencies to adopt optional elements to reflect and accommodate local conditions and circumstances. The Community Design and Historical Preservation Element of the Sausalito General Plan is considered an "optional" element under State law but is a key element of Sausalito's General Plan.

The main purpose of the General Plan is to express policies which will guide decisions on future development and resource conservation in a manner consistent with the quality of life desired by Sausalito residents. The goals in the General Plan are achieved in three ways:

- (1) Policies and Standards provide the basis for zoning and subdivision design, traffic, preservation and other regulations.
- (2) Consistency of Ordinances with policies must be made when approving projects to ensure that city-by-city policies and development objectives and capital expenditures are consistent with the General Plan, and
- (3) Implementing Programs are those

INTRODUCTION TO THE SAUSALITO GENERAL PLAN

Section 1.2

ORGANIZATION OF THE SAUSALITO

The General Plan consists of the following chapters, each consisting of two parts: (1) Objectives, Policies and Programs, and (2) Background - see Appendix.

International Maritime Union
Fellow Secretary - General
General Secretary - General Secretary
The International Maritime Union
General Secretary - General Secretary

General Secretary - General Secretary
General Secretary - General Secretary
General Secretary - General Secretary
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The International Maritime Union
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The International Maritime Union

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Section 1.1

AUTHORITY AND PURPOSE

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In addition to the mandatory elements, the Government Code permits local agencies to adopt optional elements to reflect and accommodate local conditions and circumstances. The Community Design and Historical Preservation Element of the Sausalito General Plan is considered an "optional" element under State law but is a key element of Sausalito's General Plan.

The broad purpose of the General Plan is to express policies which will guide decisions on future development and resource conservation in a manner consistent with the quality of life desired by Sausalito residents. The goals in the General Plan are achieved in three ways:

- (1) **Policies and Standards** provide the basis for zoning, land subdivision, design, historic preservation and other regulations;
- (2) **Findings of Consistency** with policies must be made when approving projects to assure that day-to-day decisions on development applications and capital improvements are consistent with the General Plan; and
- (3) **Implementing Programs** are identified when specific follow-up actions are needed.

Section 1.2

ORGANIZATION OF THE SAUSALITO GENERAL PLAN

The General Plan contains seven chapters. In addition to this introductory chapter, the following six chapters, each containing two parts - (1) Objectives, Policies and Programs; and (2) Background - are included.

- Chapter 2* **Land Use and Growth Management.** Includes the mandatory land use element in addition to optional policies concerning the management of growth in the community.
- Chapter 3* **Housing.** Includes policies and background information required in the mandatory housing element. Additional information required by state law is contained in the housing element technical appendix.
- Chapter 4* **Community Design and Historical Preservation.** Includes optional policies concerning community appearance and the preservation of historical structures and sites.
- Chapter 5* **Circulation and Parking.** Includes the mandatory circulation element.
- Chapter 6* **Environmental Quality.** Includes the mandatory open space element as well as policies on parks and recreation facilities and programs, pathways and trails, vegetation and wildlife resources, waterfront and biotic resources, and air and water quality.
- Chapter 7* **Health and Safety.** Includes the mandatory noise and safety elements.

Preliminary background reports have been prepared for transportation, biotic resources, archaeology, noise and geology. These include background data and information which have assisted in development of policies contained in the Plan elements. Several community surveys were conducted as part of the Plan's preparation. The results of these surveys are also summarized in a separate report. An Environmental Impact Report (EIR) has also been prepared and certified by the City Council on the Plan.

Section 1.3

IMPLEMENTATION OF THE PLAN

Implementation programs which are important to achieving the goals of the Plan are listed in each element under the appropriate policy topic. All of the programs identified in the General Plan will require follow-up action; either further study, ordinance adoption, special funding consideration or other public review.

Zoning is the primary instrument for implementing the General Plan because it provides very detailed standards and requirements for various land use districts. Each parcel of land in the community is designated in one of those districts. Zoning regulations establish standards for minimum lot size, building height and setback limits, lot coverage, lot to building floor area ratio (FAR), fence heights, parking, and other development parameters within each land use zone. State law requires that the zoning ordinance be amended to be consistent with newly adopted General Plan policies within a reasonable period of time, generally considered to be two years.

The General Plan recommends that an annual review be prepared to evaluate the status of Plan programs in order to establish each year's work priorities within the framework of other City needs. A comprehensive review and revision of the plan will be undertaken at least every five years, beginning in 2000.

Section 1.4

PUBLIC PARTICIPATION IN CREATING THE PLAN

The City was assisted in preparation of the Plan by the General Plan Steering Committee composed of 15 members appointed by the City Council and representing a broad spectrum of community interests. The Steering Committee reviewed a "Working Draft" of each chapter of the General Plan. In June, 1993, the Steering Committee completed its review of the Draft General Plan and approved its release to the public. Included in the Steering Committee's version of the Draft General Plan were introductory statements to the various elements of the General Plan prepared by several Committee members. These statements have been included in this public participation section of the final version of the General Plan. The purpose of the introductions is to provide the reader with a general sense of the thoughts of the Steering Committee membership which guided the formulation of the goals, objectives, and policies of the elements of the General Plan and are retained for the historical perspective such statements provide. These statements do not necessarily reflect the goals, objectives, and policies of the City's Planning Commission in recommending approval of the General Plan or of the City Council in adopting it, and are not intended to be used as (legally) binding interpretations of the purpose of the General Plan or of any specific element contained in the Plan.

General Plan Introduction - written by Bea Seidler

In the spring of 1989, the Sausalito City Council appointed 15 residents to a Steering Committee to work with City staff in updating the General Plan. Our role was to assure that the key planning issues were identified and addressed, reflecting the concerns and values of Sausalito's residential and business community.

Two well-attended town meetings were held. Two citywide mail surveys had a wide response. The Steering Committee held more than 50 public meetings encouraging participation in the process. Countless field trips were arranged covering every aspect of Sausalito's neighborhoods, business districts, waterfront and parks. Sub-groups studied and contributed immeasurably to a variety of issues from historical preservation and design to affordable housing, paths and walkways.

The recommendations herein are the result of what was perceived by the Committee to be the desires of the community - fulfilling our charge. Members were invited to include their own signed thoughts which appear throughout this Plan.

As we move toward the 21st century, Sausalito and its environs are still somewhat jewel-like despite, or perhaps because of, all those who over the past 150 or so years have tried to fix it. We evolved as a cohesive small town partially by happenstance: Spring water, weather, contours of the land, war, transportation, and job opportunities all played a role. But most of all, an ever-changing mix of people and viewpoints have shaped Sausalito. Some were

short-sighted; others saw beyond the moment. The town is ours only briefly. I paraphrase a thought of Bill Moyer's: When change comes, as it must, be sure to bargain for something of value to leave for the future.

Land Use and Growth Management Element - written by Charles Ruby

When listening to Sausalito residents talk about what they like about their town, one is struck by the many common themes. Among them are preservation of the small town character, maintenance of architectural and citizen diversity, and the need to retain the green, tree-dominated hillsides. The challenge of a General Plan effort is to translate concepts like these into usable guidelines, goals and codes.

Much of the long General Plan update process centered around land use and housing. It is in these two areas particularly where the property rights of individuals come face-to-face with the collective rights and aspirations of the community. Interestingly, the aim of both points of view is to maintain and improve the quality of Sausalito life.

Land Use and Growth Management Element - written by Lore Phillips

All is not the possessions but the desires of mankind that require to be equalized. (Aristotle)

We recognize that one of the major factors that makes Sausalito such a desirable place to live is the diversity of life styles and occupations it has derived through a rich and colorful history. We want to preserve this diversity.

While also recognizing that changing times have naturally affected the character of our waterfront, our shopping districts, and our residential areas, our goal is to limit the over-commercialization of Sausalito.

In pursuing this goal, balancing the needs of all our zoning districts to keep pace with the times becomes more difficult. We face continuing challenges: preventing one zoning district (or use) from over-shadowing another, preserving the integrity of each district, assuring compatibility of uses, and preserving the economic viability of each, to the best of our abilities.

Housing Element - written by Sol Silver

Sausalito has a distinct visual quality which sets it apart from other Marin communities. As a residential setting, Sausalito accommodates a special variety of housing, activities and life styles that respect their natural setting. This blend of small scale, fine grained cottages in the wooded glens and flats, the houseboats at the water's edge, and the amphitheater-like, stepped terraces with view estates on the hillsides are a fragile mixture.

This plan seeks to strengthen community identity and diversity in these residential settings by protecting and enhancing the best aspects of our historic development while permitting an appropriate measure of incremental change and growth. Active citizen participation in the plan and in review of development based on the plan is essential.

Community Design and Historic Preservation Element - written by Phil Frank

Sausalito is a city blessed with two great attributes - a unique hillside/seashore setting and a long and unique history which is reflected in many of the structures that make up its residential and commercial areas. Sausalito has homes that came around Cape Horn, disassembled in the hulls of square-rigged sailing ships, stately English residences, turn-of-the century houseboats, finely-crafted homes built by Portuguese craftsmen, railroad buildings, Victorian commercial buildings, ferryboats and sailing ships, old schools and churches converted to residential and commercial uses, homes designed by historically important architects, and artifacts left over from the Northwestern Pacific Railroad, the Panama-Pacific Exposition, and the World War II Marinship Shipyard.

It is this eclectic assemblage of old and new, land based and floating structures, and hillside neighborhoods looking down on a bustling harbor that makes Sausalito such a delightful place for people to visit and residents to enjoy.

It is not the aim of this or any plan to turn Sausalito into a live-in museum which disdains change of any kind. The intention is, instead, to remind residents that the charm of the town is found in its architectural mix and balance, and that change, when it occurs, should take into account not just the individual property but the scale of its neighboring homes, the surrounding trees and views, and the town it is a part of.

Community Design and Historic Preservation Element - written by James Leefe

Good design can come only from the designer. It cannot be legislated. The best one can expect from a design review board is to prevent the worst - the worst a board can do is to stifle the best. But this is not to say that we should not have design review. Only that review should avoid aesthetics where it can have little effect and concentrate on those aspects of our surroundings that have a direct and tangible influence on the quality of life.

Circulation and Parking Element - written by Billie L. Anderson

Traffic and circulation has long been a popular tool to project the effect of development within Sausalito's city limits. Ease of movement throughout one's home town is certainly a priority in the fast-paced and shrinking world. For this reason, the traffic and circulation element of the General Plan will certainly continue to be used as a limiting device.

However, a recurring theme among Steering Committee members was that the General Plan would offer insight into the values and goals of Sausalito residents, that it would function in a positive way to accomplish beneficial changes.

The committee worked to respond to resident, staff and council concerns in its deliberations about what has changed and what has remained the same since the adoption of the original Plan in 1970.

What follows in this and other elements of the updated Plan is a concern for quality of life in Sausalito. Social, economic and environmental vitality as well as preservation of Sausalito's unique sense of community are important if we are to protect the character of Sausalito, an elusive attribute that is best understood through personal experience.

Environmental Quality Element - written by Dorothy Gibson

The preparation of this General Plan for the City of Sausalito has paralleled the preparation for, the holding of, the largest world conference in the history of mankind: the United Nations Conference on Environment and Development. Human beings have become the center of concern for sustainable development. All the world, every nation, every community, every individual is now held accountable and responsible for the caretaking of the Earth. It was not a benevolent gesture. It was a mandatory principle for survival. The Earth has been desecrated.

In Sausalito we have been blessed with a comfortable climate, urban proximity of jobs and cultural activity, sea life and mountain life. Clean air because the winds blow eastward, more rainfall than most of the surrounding counties, and a national, state and local park system to envelop it all. Being blessed, the area attracts would-be inhabitants, visitors and tourists. Especially, here in Sausalito, we must be mindful, protective, be firm in our commitment to protect the environment. The Golden Gate National Recreation Area, the most popular National Park in the country, has countless throngs tramping over it each year. As the ruts, the erosion, gets deeper, the lupine, the poppies, the blue butterflies, and the songbirds leave - giving way to people, to scavenger jays, gulls, pigeons, coons, possums and rats. As streets are paved for safety and access, they become more inviting for detours and traffic jams. As sea water is the recipient of toxic ground run-off, motor boat oils and human waste, it continues its polluted state. And, drinking water, ground-contained water, becomes suspect. Although the air may still feel, be fresh air does circulate around the Globe. We are not free. We must be tough.

Health and Safety Element - written by Barbara Geisler

If there was a single underlying theme in our discussions during the last three years, it was agreement that Sausalito's diversity is most worthy of protection. When this draft of the General Plan update is brought before the citizenry for review, I hope this diversity is well represented when members of the community voice their opinions and argue their positions. The process is not speedy, but it is the only way to retain those parts of the community that we hold dear.

In September, 1993, the Planning Commission began its review of the Draft General Plan. After holding thirty five hearings on the Draft General Plan, the Planning Commission forwarded their recommended version of the Draft General Plan to the City Council on January 11, 1995.

The City Council began its consideration of each individual element of the Planning Commission recommended Draft General Plan on January 21, 1995 and concluded its review of the elements on August 1, 1995. During this time period, the City Council held eleven public workshops on the Draft General Plan. After certifying the Final EIR, the City Council adopted the General Plan on September 19, 1995.

The General Plan review has also included other jurisdictions. Through preliminary interviews, noticing, and review of draft elements, the General Plan work has been coordinated with Marin County, affected school and utility districts, Mill Valley, and the Marin City Community Services District (CSD).

HISTORY OF SAUSALITO'S DEVELOPMENT - written by Wayne Bonnett

Sausalito has been an oddity for well over one-hundred years. Odds were against it ever becoming a town in the first place. It is unlike most of the other small towns in Northern California in its beginnings and its growth, and probably its future. When William Richardson, an Englishman by birth and a Mexican by choice, received a Mexican land grant, he took possession of the Marin Headlands in 1838 and called it Rancho del Sausalito. He envisioned a sprawling cattle ranch similar to other land grant ranches in the region, but with one big difference. His property had abundant fresh water pouring eternally into a convenient, protected cove that opened onto San Francisco Bay, about as close as one could safely anchor to the Golden Gate. The original inhabitants of Sausalito, called Uimen by the Spanish and no doubt something entirely different by themselves, already had been decimated by European ignorance, neglect, and exploitation. Now a new epoch was about to begin.

Richardson wasn't interested in starting a town. He wanted to build an empire. He wanted control, power, and wealth control of the access to the Bay and its tributaries (he was already Captain of the Port of San Francisco), political power that would come from hobnobbing with the powerful Mexican families of the region (he was already married to the daughter of the Commandant of the Presidio), and wealth that would spring naturally from his diverse enterprises. In addition to raising cattle, he sold vegetables, water and firewood to visiting ships, collected duties and port fees, and traded along the California coast.

What Richardson didn't count on was the California gold rush. After the big strike in 1848, he stood by with his trappings of Mexican authority, certain of his impending prosperity, as the gold-seeking hordes began to arrive. But Richardson the Patron was ignored, his land got trampled over and squatted on, his cattle were stolen, and his whaler's cove bypassed in favor of the new port of Yerba Buena across the Bay. His pastoral world of patronage and genteel influence lay beneath the feet of thousands of newcomers who cared nothing for local laws and traditions. He was forced to concede defeat and sell most of his beloved rancho. He died a broken, disillusioned man.

After the gold dust settled and Richardson was lowered into his grave, the hottest game around San Francisco Bay was starting new towns. Every creek outfall and river delta from Mission San Jose to New Helvetia (the future Sacramento) was envisioned as the new capitol city of the new state of California. Land developers by the score came from back East to start new metropolises the Bay was certainly big enough for another San Francisco, or another New York for that matter.

The shambles of Rancho del Sausalito were gobbled up by fast thinkers and ambitious entrepreneurs. Charles Botts, Virginia lawyer and argonaut, had bought Sausalito's cove from a desperate Richardson during the gold rush and now planned a city and a U.S. Navy shipyard for Sausalito. Through political machinations, Mare Island became the Navy facility and Botts abandoned any hopes for Sausalito's future. His still-born town consisting of a few shacks and many unsold waterfront lots sank back into the tidal mud.

Next came a hastily assembled agglomeration of San Francisco businessmen who wanted in on a promising Sausalito real-estate deal. Richardson's lawyer Sam Throckmorton had been left with a big chunk of Richardson's debt-ridden former rancho and was highly motivated to sell it. He did in 1868 to the San Francisco businessmen who called themselves the Sausalito Land & Ferry Company. They were poised to make a quick profit from view lots, summer cabins, and duck blinds. A few of the nineteen partners in the new venture, however, actually saw Sausalito's potential as a permanent town, with real homes and real shops. They convinced the majority to give it a try. The mud flats and hillsides were surveyed, roads were graded, and ferry service inaugurated. The company directors sat back to watch the money roll in. It didn't.

No one got rich quick off Sausalito in those days. The Land & Ferry Company struggled along riddled with debt for a decade. They touted the magnificent views, the sublime climate, the cheap land still there were few takers. There were better deals to be had elsewhere. Other settlements around the Bay were becoming cities, ports, and agricultural centers. Still others rose and fell with little trace. Sausalito did neither. It languished but did not die.

At last came the breakthrough: Sausalito Land & Ferry Company directors in 1871 cut a deal with the fledgling North Pacific Coast Railroad to extend their tracks into Sausalito. With the little town strategically located at the Golden Gate and now linked to the north coast by rail, Sausalito at last began to grow. New residents came in a slow but steady stream; Americans, Portuguese, English, Germans, Italians, Chinese, Greeks all adding to the emerging character of Sausalito. The railroad brought workers and merchants as well as rich San Franciscans to Sausalito and a residential pattern was established that lasted for decades.

Sausalito became a concentrated, prosperous transportation junction, with working class modest homes in Old Town, the site of Botts' false start, well-to-do families on The Hill, small vacation homes in the shady glens and steep sunny hillsides, and a polyglot assortment of workers, merchants, and residents in New Town, centered on Caledonia Street. Old duck blinds became arks and seasonal houseboats, waterfront businesses sprang up, saloons and boatyards, churches, railroad shops, and grocery stores.

By 1893, residents felt confident enough in their town's future to incorporate. Local politics was intense in those days, not unlike the present (and probably the future). Although many residents commuted by ferry to San Francisco, they usually left their hearts in Sausalito. The town was not just another bedroom community or vacation hideaway. It had a deserved reputation as a refuge for free-thinkers, for those with an artistic bent and an independent streak. At first glance the town appeared divided on almost any issue of significance between the "hill people" and "the water rats." But a closer look reveals many points of view and many groups, from quiet orthodox church-goers to saloon gamblers to exploitive developers and boosters.

As Marin County grew after the turn of the century, Sausalito became the principal port of entry for Marin commuters, who largely ignored the internal, local life of Sausalito as they passed through each day. When the Golden Gate Bridge was proposed in the 1930's, some residents feared the town would wither because the new bridge would bypass the town. A movement began to bring the main bridge approach through the center of Sausalito. The main thoroughfare, Water Street, was renamed Bridgeway Boulevard, a not-to-subtle hint to bridge planners. (In 1938, the name was shortened to Bridgeway.) Another group of residents were horrified at the

prospect of all that traffic slicing through the serenity of Sausalito. A compromise was reached: Sausalito got a roadway direct to the bridge, but the main highway bypassed the town.

The bridge, as promised, opened Marin to increased development. Land prices soared, people came. The bridge succeeded so well that the ferries and trains were abandoned by 1941, and Sausalito again became a backwater. Some predicted the imminent demise of Sausalito with the loss of the trains. Good riddance said others. Before the town's fate had been decided, the debate over the trains and ferries paled before another momentous event: World War II.

After Pearl Harbor, government officials scurried about the Pacific Coast for building sites for emergency shipyards. Merchant ships were needed desperately. Most existing shipyards were devoted to warships and repairs so new yards had to be built. The Bechtel Company found sleepy little Sausalito and the mud flats of Richardson Bay just north of town. The Maritime Commission said "go" and, before anyone could utter "zoning regulations," bulldozers were pushing fill, houses were razed, concrete was poured, buildings were built, and steel ships ready for launching loomed over Sausalito's waterfront.

Marinship employed 70,000 workers from all over America as merchant "Liberty" ships and tankers slid down the launch ways. The local housing supply was overwhelmed. Attics and basements were converted to rentable rooms, and a residential center north of town was built Marin City. The shipyard operated around the clock. Despite the turmoil of wartime upheaval, Sausalito retained its essential character and, when the war ended in 1945 and the shipyard closed as abruptly as it had opened, the town settled back to the business of being Sausalito.

Change came in the post-war years but Sausalito missed the explosive building boom of the 1950s, principally because most of the land was already developed residentially or commercially. As cities across California annexed huge open parcels and adjacent small towns for development, Sausalito remained confined by military reservations and the Bay. Tourism and tourist shops came to Sausalito in the 1960's but, again, the town dodged the explosion of recreational development of that decade, the golf courses, luxury high-rise hotels, country clubs and the like.

Debate over what to do with the former shipyard, the moribund lands along the waterfront continued for years. As in-fill residential development took place in the hills, the downtown areas of Sausalito changed little physically. Shops came and went, the dime store gave way to the tourist shop, the butcher and baker yielded to the candle-stick maker, but the basic architecture remained the same. Soon it became obvious that the Marinship area was not dead, that it was home to many small businesses, arts and crafts. Recognition of that has guided development of the last large parcels in the city.

Residents today, for the most part, are imbued with the same spirit of involvement and participation that has always characterized Sausalito. The town retains most of its first-generation commercial buildings and residences. Geographically, Sausalito closely resembles the open land forms of William Richardson's time except for the fill areas of Marinship. Through a series of fortuitous breaks and determination by residents, Sausalito's heritage is one of controversy and debate that has resulted in a highly livable town. I think even William Richardson would recognize it and like it.

Section 1.6

FUTURE TRENDS AND ASSUMPTIONS

The preparation of a plan which describes the policies and actions needed to achieve the City's major goals requires the consideration of the social and economic climate which will shape the future of Sausalito. The following assumptions about those factors were important to the development of the Plan.

■ Limited Land Supply/High Land Prices

Limited supply of and high demand for land will keep the price for development sites and existing housing high. The ability of people to live in Sausalito will remain restricted as housing costs remain high. The demand for buildable sites will create additional pressures for increased intensity of new and existing uses which, if unmanaged, could potentially affect existing residential neighborhoods, waterfront uses, community character and the availability of local-serving commercial facilities.

■ Public Funding Capability

As a result of past tax initiatives (Propositions 13 and 4), reduced Federal and State funding and increased local responsibilities in State and Federally-mandated program implementation, it is assumed the City will have increasingly limited resources for services, capital improvements and amenities. The creation of reliable local funding sources will be essential to the implementation of the plan.

■ Limited Infrastructure Capacity

Current facilities have very limited capacity for expansion. Careful management of the amount and timing of development will be increasingly important.

■ Household Characteristics

There will be a continuing trend toward smaller households although the decrease in average household size is not expected to be as great as the last ten years. Sausalito has and will continue to have the smallest average household size in Marin County. The number of workers per household is expected to remain about the same. A general aging of the population will continue to occur as Marin County residents are expected to have the highest median age in the Bay Area by 2005.

Section 1.7

OVERALL COMMUNITY GOALS

The 1995 Sausalito General Plan addresses the new and many continuing issues confronting the City since the adoption of the previous General Plan in 1974. The Plan also responds to the many changing conditions of the region, county and City since the 1970's.

The following ten broad goals serve as the basis for more specific policies and implementation strategies. The overriding theme of the Sausalito General Plan is to protect the existing character, unique features and quality of life in Sausalito. The General Plan articulates this theme by defining the goals of the citizens of Sausalito regarding their community.

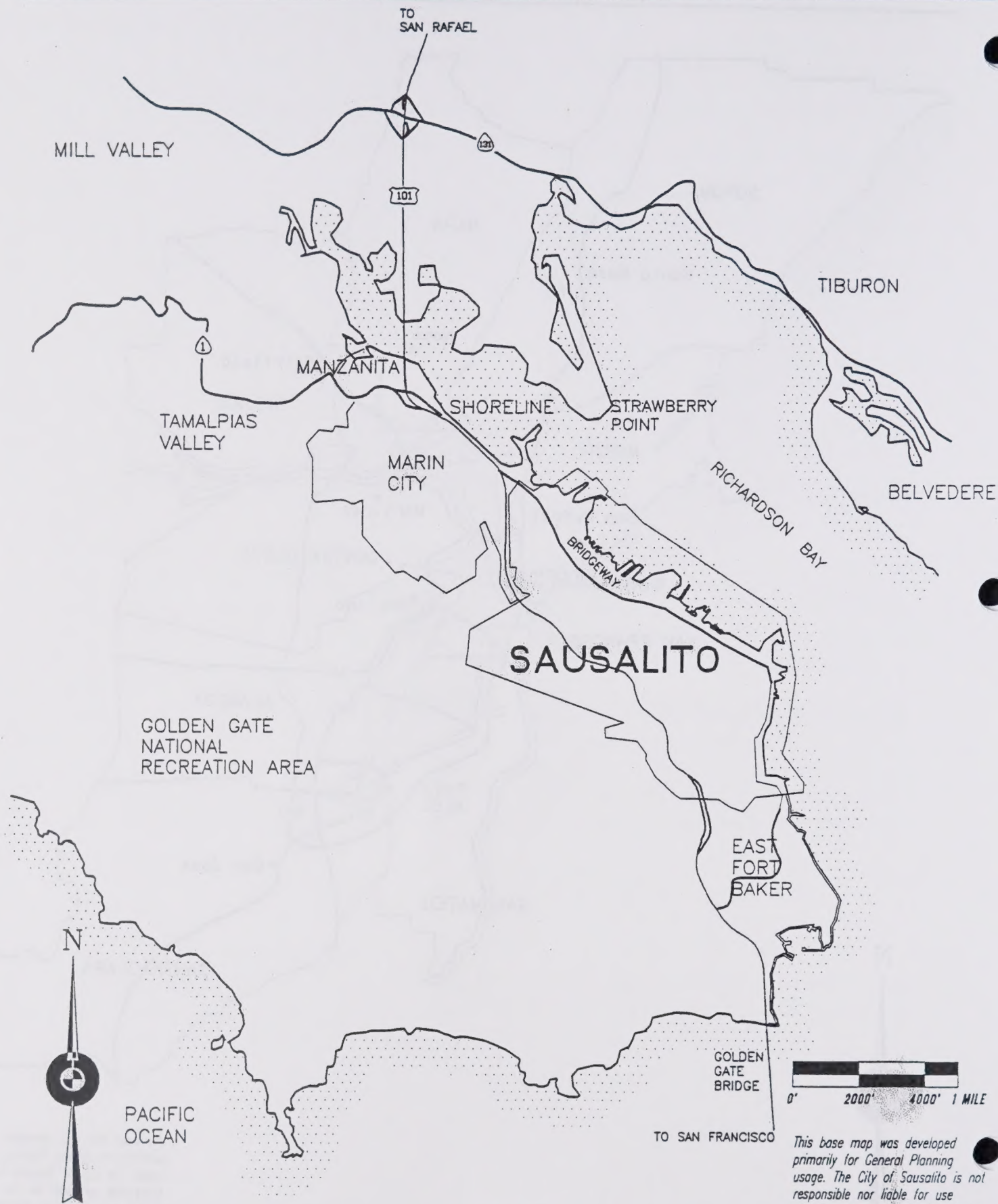
- 1. PROTECT AND ENHANCE SAUSALITO AS A RESIDENTIAL COMMUNITY.**
- 2. PROTECT THE PRESENT CHARACTER OF SAUSALITO'S RESIDENTIAL NEIGHBORHOODS.**
- 3. ENCOURAGE RESIDENT - SERVING COMMERCIAL USES.**
- 4. RECOGNIZE THE IMPORTANCE OF THE DOWNTOWN COMMERCIAL DISTRICT TO THE ECONOMIC VIABILITY OF THE COMMUNITY AND PROVIDE AMENITIES FOR SAUSALITO'S VISITORS.**
- 5. PRESERVE THE OPEN WATERFRONT AS A NATURAL RESOURCE AND PROMOTE MARITIME USES IN THE MARINSHIP.**
- 6. PRESERVE THE HISTORICAL CHARACTER OF SAUSALITO AND ITS ARCHITECTURAL AND CULTURAL DIVERSITY.**
- 7. PROTECT THE SCENIC QUALITIES AND THE NATURAL ENVIRONMENT OF THE CITY.**
- 8. PROTECT RESIDENTS FROM NATURAL AND MAN MADE HAZARDS AND AVOID EXPOSURE TO UNNECESSARY RISKS TO COMMUNITY SAFETY.**
- 9. PRESERVE AND PROVIDE A VARIETY OF HOUSING OPPORTUNITIES IN KEEPING WITH SAUSALITO'S TRADITION OF DIVERSITY.**
- 10. MAINTAIN AN APPROPRIATE LEVEL OF PUBLIC SERVICES.**

REGIONAL MAP - NINE BAY AREA COUNTIES
CITY OF SAUSALITO - GENERAL PLAN



This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.

SOUTH MARIN COUNTY
CITY OF SAUSALITO - GENERAL PLAN



LAND USE AND GROWTH MANAGEMENT ELEMENT

Section 1 Introduction and Purpose

This element is designed to provide a framework for the development of a comprehensive land use and growth management plan. It outlines the goals, objectives, and policies that will guide the planning process. The plan is intended to be a living document that will be updated as needed to reflect changes in the community's needs and circumstances.

The plan is based on the following principles: (1) the community's long-term interests; (2) the protection of the environment; (3) the promotion of economic development; (4) the preservation of the community's unique character; and (5) the promotion of social equity. The plan is intended to be a guide for the community's future development and to be updated as needed to reflect changes in the community's needs and circumstances.

Section 2 Land Use, Planning and Programs

The following are the major land use planning programs that will be implemented to achieve the goals and objectives of the plan. These programs are designed to be integrated with each other and with the community's overall development plan.

- 1.1. Planning and Development of Economic Development
- 1.2. Planning and Development of Community Development
- 1.3. Planning and Development of Environmental Economic Policy
- 1.4. Planning and Development of Transportation
- 1.5. Planning and Development of Cultural Landscapes
- 1.6. Planning and Development of Agriculture and Community Planning
- 1.7. Planning and Development of Community Planning

LAND USE AND GROWTH MANAGEMENT ELEMENT

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LAND USE AND
GROWTH
MANAGEMENT
ELEMENT

THE LAND USE AND GROWTH MANAGEMENT ELEMENT OF THE GENERAL PLAN IS A STATEMENT OF THE DESIRED FUTURE LAND USE PATTERNS AND GROWTH FOR THE STATE OF ARIZONA. IT IS A GUIDE FOR THE DEVELOPMENT OF LAND USE AND GROWTH POLICIES AND PROGRAMS. IT IS A STATEMENT OF THE DESIRED FUTURE LAND USE PATTERNS AND GROWTH FOR THE STATE OF ARIZONA. IT IS A GUIDE FOR THE DEVELOPMENT OF LAND USE AND GROWTH POLICIES AND PROGRAMS.

LAND USE AND GROWTH MANAGEMENT ELEMENT

Section 2.1

INTRODUCTION AND PURPOSE

Sausalito is a mature community with many special qualities and assets that are important to preserve. Its natural beauty and central location have created many pressures not faced by other communities in the region; pressures for increasing intensification of developed areas, pressures on the marine oriented uses along the waterfront and pressures to expand visitor serving activities. Much of the City has remained as it was 40 to 50 years ago due to a strong commitment to preserve existing character and assets as perceived by residents.

Policies in the Land Use and Growth Management Element of the General Plan guide the direction of the physical and economic development of the City. Land use controls are needed because uncontrolled change in development could alter the historic character of the community, surpass infrastructure capacity, increase public safety hazards and replace resident serving uses and marine industrial related uses with more intensive uses drawing from a non-local market area. A goal of the Sausalito General Plan is to maintain the variety of uses that exist in the community, while allowing changes in keeping with the existing community character and needs.

Section 2.2

OBJECTIVES, POLICIES AND PROGRAMS

The Land Use and Growth Management Element presents the City's objectives, policies and implementing programs for issues dealing with the type and rate of development desired during the life of this General Plan. These issues are grouped by the following objectives:

- 1.0 *Protect and Maintain the Character of Residential Neighborhoods.*
- 2.0 *Promote and Enhance Commercial Economic Diversity.*
- 3.0 *Promote and Enhance Industrial Economic Viability.*
- 4.0 *Preserve Sausalito's Waterfront.*
- 5.0 *Preserve Sausalito's Publicly Owned Lands.*
- 6.0 *Establish a Sphere of Influence and Designate Desired Land Uses.*
- 7.0 *Assure Sufficient Infrastructure Capacity for Present and Future Needs.*

Objective LU-1.0

Protect and Maintain the Character of Residential Neighborhoods. Maintain the character, diversity and long term viability of the City's residential neighborhoods by establishing residential land use districts that reflect the predominant land use, scale, density and intensity of existing development

■ Policy LU-1.1

Very Low, Low and Medium Low Density Residential. Protect and preserve the existing single family areas as described in Table 2-1, General Plan Land Use Categories.

Program LU-1.1.1

Very Low, Low and Medium Low Density Designation. Apply the land use densities as shown on the General Plan Land Use map GP-4.

Program LU-1.1.2

Community Design Policies. Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.

■ Policy LU-1.2

Medium and Medium High Density Residential. Allow a mix of single and two family structures as described in Table 2-1, the Description of Land Use Categories.

Program LU-1.2.1

Medium and Medium High Designation. Apply land use densities as shown on the General Plan Land Use map GP-4.

Program LU-1.2.2

Minimum Parcel Area Standards. Review the minimum parcel area/density standards as identified in the zoning ordinance.

Program LU-1.2.3

Community Design Policies. Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.

■ Policy LU-1.3

Planned Development High Density. Allow clustered high density housing which provides on site amenities and is located near transportation, commercial and public services as described in Table 2-1.

Program LU-1.3.1

Planned Development Overlay. Amend the zoning ordinance to provide a Planned Development overlay zone which establishes standards for Planned Development high density areas.

■ Policy LU-1.4

High Density Residential. Allow a mix of housing types at high density in those areas that are located near transportation, commercial and public services as described in Table 2-1, while recognizing that maximum number of units may not be achieved on all sites due to parcel configuration and other site constraints.

Program LU-1.4.1

High Density Designation. *Apply land use densities as shown on the General Plan Land Use map GP-4.*

Program LU-1.4.2

Minimum Parcel Area Standards. *Review the minimum parcel area/density standards as identified in the zoning ordinance.*

Program LU-1.4.3

Community Design Policies. *Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.*

■ **Policy LU-1.5**

Houseboats. Maintain and enhance the City's diverse housing stock by continuing to allow houseboat uses on the City's waterfront.

Program LU-1.5.1

Houseboat Designation. *Permit houseboats to locate in specifically designated area(s) as shown on the General Plan Land Use map GP-4, subject to BCDRC approval, and consistent with the Richardson Bay Special Area Plan and the Marinship Specific Plan and support the enforcement of local and State regulations governing the use of houseboats as primary residences.*

■ **Policy LU-1.6**

Residential Arks. Preserve the existing residential arks where designated by the General Plan Land Use map GP-4.

Program LU-1.6.1

Design and Historic Preservation Policies. *Enforce all design and historical preservation policies and programs as identified in the Community Design and Historical Preservation Element which relate to the arks.*

■ **Policy LU-1.7**

Liveaboards. Allow limited residential use of pleasure boats in the marinas located throughout the City for security purposes while prohibiting the multi-family or commercial use of liveaboard recreational boats.

Program LU-1.7.1

Liveaboard Use Criteria. *Develop liveaboard use criteria, in accordance with area plans, which marinas and navigable vessels must satisfy.*

Program LU-1.7.2

Zoning Ordinance (Liveaboards). Amend the zoning ordinance to permit marina management to allow limited residential use of up to 10 percent of the pleasure boats in all recreational marinas.

■ Policy LU-1.8

Traffic Impacts. Consider the impact of traffic on the City street system in locating development in all residential zoning districts.

Program LU-1.8.1

Project Review. Review the traffic generation impact of future development applications by appropriate specific or overall traffic studies.

■ Policy LU-1.9

Residential Development Intensity. Maintain an appropriate balance between the amount of lot coverage and floor area of structures located on any residentially designated site by requiring heightened review of proposals at the upper end of the maximum allowances in the zoning ordinance.

Program LU-1.9.1

Zoning Ordinance (Design Factors). Consider amending the zoning ordinance to establish a list of design guidelines to be considered when reviewing development applications requesting lot coverage and floor area greater than 80% of the maximum permitted.

Program LU-1.9.2

Zoning Ordinance (Maximum Entitlements). Amend the zoning ordinance to specify that, unless variance findings can be made, the total floor area and lot coverage in all residential zoning districts shall not exceed the maximums specified in the Background section of this Plan.

■ Policy LU-1.10

Open Space Requirement. Recognize the irregular nature of the development pattern in Sausalito when designing open space requirements.

Program LU-1.10.1

Zoning Ordinance (Setbacks). Consider amending the zoning ordinance to provide a new mechanism for flexibly implementing setback requirements.

■ Policy LU-1.11

Residential Master Plans. Encourage all future large scale residential project proposals to be presented to the City as well conceived plans.

Program LU-1.11.1

Zoning Ordinance (PUD). Amend the zoning ordinance to require the use of the Planned Unit Development program of the City for large residential projects involving multiple dwelling units, development on contiguous single family parcels, or development of separate living structures on a single parcel.

■ Policy LU-1.12

Planned Unit Development. Maintain the intent and purpose of all existing Planned Unit Developments when proposals for plan revisions are submitted to the City.

Program LU-1.12.1

PUD Zoning. Amend the zoning maps to include an overlay designation identifying existing Planned Unit Developments, the housing type intended and number of units originally approved.

■ Policy LU-1.13

Second Units. Provide opportunity for owners of single family residences in very low, low and medium low density areas to legalize second dwelling units if specified standards can be met.

Program LU-1.13.1

Second Unit Ordinance. Adopt a Second Unit Ordinance with suitable controls (Refer to Housing Element Background).

■ Policy LU-1.14

Non-Residential Facilities. Permit churches, non-profit private schools and non-commercial private clubs in residential areas where such non-commercial uses will have minimal impact on the surrounding neighborhood.

Program LU-1.14.1

Conditional Use Permit (Non-Residential Facilities). Continue to require conditional use permits for churches, private schools and clubs.

■ Policy LU-1.15

Concentration of Non-Residential Facilities. Control the over concentration of permitted non-residential uses in all residential neighborhoods.

Program LU-1.15.1

Zoning Ordinance (Non-Residential Criteria). Amend the zoning ordinance to establish locational criteria for new non-residential uses.

■ Policy LU-1.16

Child Care and Residential Care Facilities. Permit child care facilities and residential care facilities as required by State law where such uses will have minimal impact on the surrounding neighborhood.

Program LU-1.16.1

Conditional Use Permit (Child Care). Continue to require conditional use permits for child care centers which provide care for 13 or more children.

Program LU-1.16.2

Zoning Ordinance (Large Family Day Care). Consider adopting an ordinance which allows large family day care facilities (6-12 children) in all residential areas with a conditional use permit.

■ Policy LU-1.17

Non-Conforming Uses (Residential). Allow property owners to apply for discretionary permits for the reinstatement of use or expansion of uses that are not consistent with the permitted uses in residential areas.

Program LU-1.17.1

Review of Non-Conforming Uses. Continue to implement the zoning ordinance standards as they apply to non-conforming uses in residential areas.

■ Policy LU-1.18

Non-Conforming Structures (Residential). Recognize the importance of maintaining the existing character of Sausalito neighborhoods by preserving the existing intensity of any non-conforming structure in residential neighborhoods that exceeds zoning standards.

Program LU-1.18.1

Zoning Ordinance. Continue to implement the zoning ordinance standards as they apply to non-conforming residential structures.

■ Policy LU-1.19

Historic Properties. Promote the preservation and continued use of those structures and their uses that are listed on the National Register of Historic Places.

Program LU-1.19.1

Involuntary Demolition. Continue to implement the zoning ordinance standards as they apply to properties on the National Register of Historic Places that are ceased involuntarily.

Objective LU-2.0

Promote and Enhance Commercial Economic Diversity. Promote and enhance economic viability of all commercial areas throughout the City, while continuing to recognize residential needs, by establishing distinct commercial districts that preserve the variety of uses serving residents and visitors.

■ Policy LU-2.1

Downtown Land Use. Retain the boundaries of the visitor serving commercial area in the Downtown, as described in Table 2-1 and shown on the General Plan Land Use map GP-4, to provide a clear distinction between the visitor serving commercial activities and neighboring residential uses.

Program LU-2.1.1

Land Use Designations. *Maintain a zoning map which reflects the general plan land use designations for the area.*

■ Policy LU-2.2

Downtown Economic Diversity. Work with affected Downtown business interests to enhance the economic diversity of the area.

Program LU-2.2.1

Funding Downtown Enhancement. *Investigate potential funding programs that will assist in the enhancement of the Downtown.*

Program LU-2.2.2

Downtown Advisory Committee. *Consider establishing an on-going advisory business task force with representation from residents, City officials and the business community.*

Program LU-2.2.3

Special Use District. *Investigate establishing a Special Use District in order to maintain a well balanced mix of desired uses.*

■ Policy LU-2.3

Tourist/Residential Serving Buffer. Provide a buffer between the Downtown visitor commercial area and the Caledonia Street residential serving commercial area.

Program LU-2.3.1

Buffer Zone. *Retain the existing residential properties located between the Downtown and the Caledonia Street areas as a buffer between the two locations.*

■ Policy LU-2.4

Visitor-Serving Uses in Downtown. Emphasize visitor-serving commercial uses in the Downtown area while not discouraging uses which also serve local resident needs.

Program LU-2.4.1

Zoning Ordinance (Mix of Downtown Businesses). *Consider changes to the permitted uses in the zoning ordinance to encourage a desired mix of businesses.*

Program LU-2.4.2

Parking Standards (Downtown). *Prepare a parking analysis of the Downtown to consider the possibility of an appropriate common parking standard for all principally permitted uses.*

■ Policy LU-2.5

Commercial/Residential Conflict. Encourage rebuilding and reuse of commercial space in a manner which minimizes conflict with adjacent residential uses.

Program LU-2.5.1

Zoning Ordinance (Uses and Standards). *Review the existing zoning ordinance use restrictions and development standards to assure conflicts are minimized.*

■ Policy LU-2.6

Local Art. Encourage local artists to exhibit their works in the Downtown area.

Program LU-2.6.1

Artists' Showcase. *Work with the Chamber of Commerce and other interests to investigate the possible locations for an artists' showcase.*

■ Policy LU-2.7

Visitor Information. Provide for the dissemination of visitor serving information to enhance the economic viability of the Downtown.

Program LU-2.7.1

Visitor Information Center. *Work with the Chamber of Commerce and other interests to investigate possible locations and funding mechanisms for operation of a visitor information center.*

■ Policy LU-2.8

Upper Floor Residential Uses. Encourage residential use on the upper levels of commercial structures.

Program LU-2.8.1

Zoning Ordinance (Upper Floor Residences). *Amend the zoning ordinance to allow conversion of residential uses to commercial uses with a discretionary permit only when it can be demonstrated that the conversion is appropriate to preserve or provide a desired commercial use.*

■ Policy LU-2.9

Downtown Historic Character. Protect the historical character of the Downtown area.

Program LU-2.9.1

Zoning Ordinance (Historic Preservation Incentives). *Consider amending the zoning ordinance to provide incentives to property owners for preservation of historic structures*

such as intensity credits for FAR, parking, lot coverage or transfer of development rights to the historic structures.

■ Policy LU-2.10

Caledonia Street's Role. Enhance Caledonia Street's role as a mixed residential and commercial area by encouraging local/resident serving commercial uses and the preservation of housing as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-2.10.1

Zoning Ordinance (Caledonia Area). *Revise the current zoning district name in the Caledonia Street area to reflect the intended mix of residential and local/resident serving commercial uses.*

Program LU-2.10.2

Zoning Ordinance (Commercial Uses). *Prepare a definition and current list identifying those commercial uses that are local/resident serving and appropriate for the Caledonia Street area.*

Program LU-2.10.3

Zoning Ordinance (Commercial Uses). *Periodically review and update as necessary the list of commercial uses that are local/resident serving and appropriate for the Caledonia Street area.*

Program LU-2.10.4

Street Level Uses. *Amend the zoning ordinance to require that commercial parcels locate local/resident serving retail and service/office outlets at the street level with preference being given to retail uses.*

Program LU-2.10.5

Traffic Initiative. *Continue to implement the objectives of the 1985 Traffic Initiative pertaining to the prohibition against conversion of existing residential uses to commercial uses.*

Program LU-2.10.6

Above Street Level Commercial Uses. *Amend the zoning ordinance to require that commercial properties have residential uses on all levels above the street unless commercial uses are permitted by a Conditional Use Permit.*

■ Policy LU-2.11

Caledonia Street Parking. Develop new parking approaches and other infrastructure modifications to support the residential and commercial activities in the Caledonia Street area without excessive impairment to the quality of life of New Town residents.

Program LU-2.11.1

Locust Street Parking Lot. *Integrate the Locust Street parking lot into the Caledonia Street parking needs.*

Program LU-2.11.2

Parking Standards. *Consider the establishment of an appropriate common parking standard for all principally permitted uses in the Caledonia area.*

Program LU-2.11.3

Zoning Ordinance (Shared Parking). *Amend the zoning ordinance to allow shared parking for residential and commercial uses on the same lot.*

■ **Policy LU-2.12**

Caledonia Street Significant Structures. Protect the historically or architecturally significant structures within the Caledonia Street area.

Program LU-2.12.1

Zoning Ordinance (Historic Preservation Incentives). *Consider amending the zoning ordinance to provide incentives to property owners for preservation of historic structures such as intensity credits for FAR, parking, lot coverage or transfer of development rights to the historic structures.*

■ **Policy LU-2.13**

Neighborhood Commercial Uses. Promote only those uses that will increase the diversity and economic viability of local neighborhood commercial areas that serve immediate neighborhoods as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-2.13.1

Zoning Ordinance (Neighborhood Commercial Uses). *Periodically review the current lists of principally and conditionally permitted uses and the parking requirements for those uses in the zoning ordinance to reflect the desire of maintaining and encouraging local neighborhood commercial uses.*

■ **Policy LU-2.14**

Commercial Area North of Coloma Street and West of Bridgeway. Promote the continued use of the commercial strip area north of Coloma Street and west of Bridgeway as a small one stop shopping center serving local residents and businesses but not as a residential mixed use area.

Program LU-2.14.1

Zoning Reclassification. *Consider reclassifying the CM (Commercial Industrial) zoning district without increasing any zoning entitlement.*

■ Policy LU-2.15

Neighborhood Commercial Areas. Limit neighborhood commercial areas in Sausalito to those which currently exist.

Program LU-2.15.1

Neighborhood Commercial Designation. Enforce the land use types as shown on the General Plan Land Use map GP-4.

■ Policy LU-2.16

Existing Marinship Office Uses. Recognize all office buildings as office uses in the Marinship, established prior to the adoption date of the Marinship Specific Plan, as legal conforming uses.

Program LU-2.16.1

Identification of Existing Office Uses. Maintain information regarding the location and square footage of office uses in Marinship structures.

■ Policy LU-2.17

Marinship Office Uses Impacts. Continue to ensure that the existing office uses do not adversely affect the desired continuance of marine related industrial and waterfront uses in the Marinship area.

Program LU-2.17.1

Adequate Parking. Continue to require adequate parking for existing office uses through the occupancy permit process.

■ Policy LU-2.18

New Marinship Office Uses. Limit new office uses to ancillary office space necessary to administer the permitted uses in the Marinship.

Program LU-2.18.1

Marinship Specific Plan. Continue to apply the Marinship Specific Plan policies as they pertain to office uses.

■ Policy LU-2.19

Supermarket Use. Maintain a full service regional serving supermarket on Harbor Drive in the Marinship.

Program LU-2.19.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-2.19.2

Harbor Drive Intersection Improvements. Pursue the Harbor Drive Intersection improvements identified in the Circulation and Parking Element, refer to Policy CP-1.2, Program CP-1.2.2, and the description in the background section of the Circulation and Parking Element.

■ Policy LU-2.20

Non-Conforming Commercial Uses and Structures. Maintain replication rights for non-conforming structures and uses in non-residential areas.

Program LU-2.20.1

Zoning Ordinance (Non-Conformities). Continue to implement the zoning ordinance requirements for non-conforming structures and uses in non-residential areas.

Objective LU-3.0

Promote and Enhance Industrial Economic Viability. Promote and enhance economic viability of all industrial uses throughout the City by establishing a distinct industrial district that preserves the variety of uses serving residents and marine industrial areas.

■ Policy LU-3.1

Marinship Industrial. Allow industrial use of the Marinship as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-3.1.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-3.1.2

Zoning Ordinance (Marinship Uses). Update and revise the list of permitted uses in the zoning ordinance to be consistent with the Marinship Specific Plan and define conditions under which conditional uses will be permitted.

■ Policy LU-3.2

Marine Industrial Uses. Promote and encourage new marine industrial uses.

Program LU-3.2.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

■ Policy LU-3.3

New General Industrial Uses. Promote new general industrial uses that are small scale, low traffic generating and non-polluting.

Program LU-3.3.1

Marinship Specific Plan. *Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.*

Objective LU-4.0

Preserve Sausalito's Waterfront. *Preserve open water and undeveloped shoreline areas, protect the key marine oriented and water dependent uses, and enhance and improve public access and passive enjoyment of the water by the public.*

■ **Policy LU-4.1**

Waterfront Access. Promote and enhance public access and enjoyment of the Sausalito waterfront.

Program LU-4.1.1

Shoreline Access. *Maintain and enhance water view corridors and walking paths to and along the shoreline where compatible with private development.*

Program LU-4.1.2

Anchoring Sites. *Study the feasibility of providing a limited number of mooring sites for visiting boats.*

■ **Policy LU-4.2**

Marinship Waterfront Uses. Promote those marine industrial oriented uses that require waterfront locations and ensure the preservation of the existing general industrial uses found in the Marinship waterfront area.

Program LU-4.2.1

Marinship Specific Plan. *Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.*

Program LU-4.2.2

Zoning Ordinance (Marinship Uses). *Update and revise the list of permitted uses in the zoning ordinance to be consistent with the Marinship Specific Plan and define conditions under which conditional uses will be permitted.*

■ **Policy LU-4.3**

New Recreational Marinas. Prohibit the creation of new recreational marinas along the Marinship waterfront.

Program LU-4.3.1

Marinship Specific Plan. *Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.*

Program LU-4.3.2

Zoning Ordinance (Recreational Marinas). Amend the zoning ordinance to prohibit the construction of any new recreational marinas along the Marinship waterfront.

■ Policy LU-4.4

Existing Recreational Marinas and New Marine Service Harbors. Provide for opportunity to build new marine service harbors and minor expansion of existing recreational marinas in the Marinship.

Program LU-4.4.1

Marinship Specific Plan. Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

■ Policy LU-4.5

Central Waterfront Uses. Promote those commercial uses which maximize open water and view corridors in the Commercial Waterfront area as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-4.5.1

Master Plan for Underdeveloped Properties. Encourage preparation a master plan for the currently underdeveloped properties in the Central Waterfront.

Program LU-4.5.2

Zoning Ordinance (Recreational Marinas). Amend the zoning ordinance to allow new recreational marinas only if part of a master plan for properties in the Central Waterfront.

■ Policy LU-4.6

Central Waterfront Open Water Areas. Enlarge and preserve the total acreage of existing open water areas in the Central Waterfront area.

Program LU-4.6.1

Dunphy Park Under Water Properties. Investigate funding sources which allow for purchase of additional under water properties for Earl F. Dunphy Park.

■ Policy LU-4.7

Downtown Waterfront. Maintain and enhance the existing character of the Downtown waterfront with a mixture of open vistas and commercial uses.

Program LU-4.7.1

Master Plan. Support the development of a master plan for the Downtown waterfront area.

Program LU-4.7.2

Zoning Ordinance (Over Water Uses). Review the zoning ordinance to allow the continued use of existing structures located over water even in the event of catastrophic damage consistent with the guidance of a Downtown master plan.

Program LU-4.7.3

Existing Ferry Terminal. Continue to support the location of a terminal opposite Municipal Parking Lot #1, for a ferry or similar marine transportation use through permitted uses in the zoning ordinance.

Program LU-4.7.4

Improved Access. Improve public access by implementing policies EQ-3.6 and CP-4.7.

Program LU-4.7.5

Municipal Parking Lots. The City shall retain the ownership of municipal parking lots 1, 2, 3 and 4 and shall not sell, lease, or otherwise dispose of such parking lots without voter approval. Such parking lots shall not be used for purposes other than public parking lot uses without voter approval.

■ Policy LU-4.8

Water Circulation Patterns. Support the maintenance and enhancement of the existing circulation patterns of the water in Richardson Bay.

Program LU-4.8.1

Breakwaters. Revise the zoning ordinance to review and control the construction of breakwaters along the Richardson Bay waterfront.

Program LU-4.8.2

Richardson Bay Regional Agency. Continue to participate with the Richardson Bay Regional Agency to implement the policies of the Richardson Bay Special Area Plan.

Objective LU-5.0

Preserve Sausalito's Publicly Owned Lands. Preserve the existing City owned open space and parks as well as provide for opportunity for moderate development and usage of facilities located on City and Federally owned lands as described in Table 2-1, General Plan Land Use Categories.

■ Policy LU-5.1

City-Owned Open Space and Parks. Establish new and maintain existing City owned lands as public open space or recreational parks.

Program LU-5.1.1

Environmental Quality Policies. Enact the policies and programs identified in the Environmental Quality element.

Program LU 5.1.2

Municipal Parks. *The City shall retain ownership of Gabrielson park and Plaza Vina Del Mar and shall not sell, lease, or otherwise dispose of such parks without voter approval. Such areas shall not be used for any purpose other than public parks without voter approval. Such area shall not be changed from their presently existing condition with the exception of minor maintenance and upkeep necessary to maintain such areas in their presently existing condition without voter approval.*

■ Policy LU-5.2

Construction Within Public Open Space. Allow construction within public open space areas that will maintain public services and enhance public enjoyment of recreational facilities.

Program LU-5.2.1

Zoning Ordinance (Open Space Uses). *Revise the zoning ordinance to allow only those uses that maintain public service and enhance public enjoyment of recreational areas.*

■ Policy LU-5.3

Old Martin Luther King School Site. Provide greater opportunity to utilize the old Martin Luther King School site for recreational uses for local residents.

Program LU-5.3.1

MLK Solvency. *Examine new financing and development possibilities to ensure solvency and a reasonable debt retirement schedule on the MLK property; provided, however, that the City shall retain ownership of the Martin Luther King property and shall not sell, lease, or otherwise dispose of such property without voter approval. No part of the Martin Luther King property shall be used for purposes other than park and recreation purposes without voter approval; provided, however, that the land area of said property currently devoted to commercial purposes may continue in such use on temporary basis. Without voter approval there shall be no increase in the land are of said site, or the floor area situated thereon, which is devoted to commercial use.*

Program LU-5.3.2

MLK Property Master Plan. *Prepare and adopt a Master Plan for development of the former MLK school site.*

■ Policy LU-5.4

Federal Government Facilities. Protect and maintain the existing Federal Government facilities and encourage additional facilities as needed.

Program LU-5.4.1

Coordination with Agencies. *Maintain open communication with representatives of the Army Corps of Engineers and the Post Office Department to ensure the continued existence of the Bay Model and the main Post Office in Sausalito.*

Program LU-5.4.2

Downtown Post Office Sub-Station. *Work with the Post Office Department to explore the possible construction of a post office sub-station in the Downtown.*

Objective LU-6.0

Establish a Sphere of Influence and Designate Desired Land Uses. *Identify Sausalito's ultimate physical boundaries and make known desired land uses in areas not currently within the City limits.*

■ **Policy LU-6.1**

Sphere of Influence Boundaries. Establish sphere of influence boundaries for areas which may annex in the future without eroding services now being provided within the current City limits.

Program LU-6.1.1

LAFCO. *Work with LAFCO to assure that adequate studies are done prior to establishment of the Sphere of Influence boundaries or amendments to those boundaries.*

Program LU-6.1.2

Sphere of Influence Designations. *Support land use designations shown on the Sphere of Influence maps GP-5, GP-6, GP-7 and GP-8.*

■ **Policy LU-6.2**

Marin City. Preserve the ridgeline and hillsides of the Marin City area as a physical and visual community separator, watershed and as an area of wildlife habitat and vegetational variety.

Program LU-6.2.1

Coordination with Marin County. *Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the ridgelines.*

Program LU-6.2.2

Environmental Conservation Designation. *Adopt the Sphere of Influence Land Use map that specifies the ridgeline surrounding Marin City as an environmental conservation area.*

■ **Policy LU-6.3**

Marin City as a Regional Transportation Hub. Promote the Marin City area as a regional public transportation hub.

Program LU-6.3.1

Marin City Community Plan. *Encourage Marin County to amend the Marin City Community Plan to include a designated area as a transportation hub for public transit.*

■ Policy LU-6.4

Shoreline Houseboats. Enhance and maintain the diverse housing stock outside the City's immediate jurisdiction by continuing to allow houseboat uses on Richardson Bay.

Program LU-6.4.1

Houseboat Designation. Encourage Marin County to require houseboats to locate in specifically designated areas as shown on the General Plan Sphere of Influence Land Use map GP-6 and authorized by the Richardson Bay Special Area Plan.

Program LU-6.4.2

Local and State Houseboat Regulations. Coordinate with and support Marin County and BCDC in the enforcement of local and State regulations governing the use of houseboats as primary residences.

■ Policy LU-6.5

Richardson Bay Shoreline. Preserve the existing shoreline of Richardson Bay as open shoreline and natural habitat.

Program LU-6.5.1

Environmental Conservation Designation. Adopt the Sphere of Influence Land Use map GP-6 that specifies the lands of the shoreline and open water as environmental conservation areas.

Program LU-6.5.2

Coordination with Marin County and BCDC. Take an active role in reviewing proposed uses of the shoreline lands with Marin County and BCDC to ensure compatible waterfront land uses.

■ Policy LU-6.6

Manzanita. Establish the Manzanita area, as shown on map GP 5, as a part of Sausalito's Sphere of Influence.

Program LU-6.6.1

LAFCO. Work with Marin County LAFCO and the City of Mill Valley to determine the location of an adjusted Sphere of Influence boundary line that will make the Manzanita area a part of Sausalito's Sphere of Influence.

■ Policy LU-6.7

Manzanita Uses. Promote the continued visitor and commuter serving uses on the flat portions of the Manzanita area.

Program LU-6.7.1

Review of Development Proposals. Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the shoreline and open water.

■ Policy LU-6.8

Shoreline. Continue to include the Shoreline area, as shown on map GP 6, as a part of Sausalito's Sphere of Influence.

Program LU-6.8.1

Review of Development Proposals. Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the Shoreline area.

■ Policy LU-6.9

Bothin Marsh and Hillsides. Recognize the environmental and aesthetic importance of Bothin Marsh and the hillside on the southern side of the Shoreline Highway.

Program LU-6.9.1

Environmental Conservation Designation. Adopt the Sphere of Influence Land Use map GP-5 that specifies the heavily vegetated and steep hillside south of the Shoreline Highway and Bothin Marsh as environmental conservation areas, with the exception of the developed commercial sites.

■ Policy LU-6.10

East Fort Baker. Promote the continued recreational and educational uses and preservation of existing facilities in the area known as East Fort Baker within the Golden Gate National Recreation Area (GGNRA).

Program LU-6.10.1

LAFCO. Work with Marin County LAFCO, the US Army and the GGNRA to establish the East Fort Baker area, as shown on map GP 8, as a part of Sausalito's Sphere of Influence.

Program LU-6.10.2

Permitted East Fort Baker Uses. Adopt a proposed list of specific permitted uses for the East Fort Baker area that promotes the preservation of the twelve existing historical facilities and surrounding area.

Program LU-6.10.3

Coordination with the GGNRA and US Army. Coordinate with the GGNRA and US Army in their future attempts to enact existing land use policies identified in the GGNRA General Management Plan.

Objective LU-7.0

Assure Sufficient Infrastructure Capacity for Present and Future Needs. Assure that development does not overwhelm existing public service facilities and that necessary public improvements are adequate and available before approval of development by the City.

■ Policy LU-7.1

Level of Service Standards. Maintain a level of service standard of the letter grade "C" during PM peak hour for the signalized intersections along Bridgeway except for Johnson, Bay, and Princess Streets.

Program LU-7.1.1

Circulation and Parking Policy CP-1.2. *Comply with the policies and supporting programs of CP-1.2.*

Program LU-7.1.2

Traffic Impacts. *Consider the impact of future development proposals on traffic level of service.*

■ Policy LU-7.2

Adequacy of Facilities. Allow construction to proceed for only those projects that demonstrate the availability of adequate potable water, sewer, septic leach fields and storm drainage.

Program LU-7.2.1

Interagency Review. *Work with the Marin Municipal Water District (MMWD) and the Sausalito - Marin City Sanitation District (SMCSD) to develop a list of criteria that will necessitate MMWD and/or SMCSD review to assess service availability for proposed development.*

Program LU-7.2.2

Marin Municipal Water District. *Require written documentation from MMWD of proof of service prior to project approval for those projects subject to MMWD review.*

Program LU-7.2.3

Sausalito - Marin City Sanitation District. *Require written documentation from the Sausalito - Marin City Sanitation District that there is available and adequate sewer capacity prior to project approval for those projects subject to SMCSD review.*

Program LU-7.2.4

Well Water. *Require written documentation from the City Engineer of proof of adequate domestic water supply (well water) if water service is not available from MMWD prior to project approval.*

Program LU-7.2.5

Marin County Environmental Health Department. *Require written documentation from the Marin County Environmental Health Department that there is sufficient capacity for leach fields prior to project approval in areas dependent upon septic tanks.*

Program LU-7.2.6

Sausalito Department of Public Works. *Require documentation from the Sausalito Department of Public Works that there is sufficient capacity in the storm drain system to accommodate proposed development prior to project approval.*

Program LU-7.2.7

Sewer Ordinance. *Enforce the Sausalito Sewer Ordinance.*

Program LU-7.2.8

Sewer System. *Continue to upgrade the City's sewer system.*

■ **Policy LU-7.3**

Adequacy of Services. Strive to achieve and maintain a high level of service for police, fire, the library, and parks.

Program LU-7.3.1

Level of Service Standards. *Establish minimum level of service standards in the City's annual budget review process in order to ensure prompt service and adequate facility space.*

■ **Policy LU-7.4**

Solid Waste Disposal. Strive to reduce the amount of solid waste generated in Sausalito in accordance with State law.

Program LU-7.4.1

County Solid Waste Management Plan. *Coordinate local recycling efforts and publicity efforts with those of the County Solid Waste Management Plan.*

Program LU-7.4.2

Residential and Commercial Recycling. *Continue to implement the existing residential recycling program and establish a commercial recycling program in coordination with the Chamber of Commerce and local businesses.*

Program LU-7.4.3

Hazardous and Solid Waste. *Continue to participate in the Marin County Hazardous and Solid Waste Joint Powers Authority program.*

Program LU-7.4.4

Policy EQ 3-14. *Refer to Policy EQ 3-14.*

■ **Policy LU-7.5**

Procedural Changes. Strive to streamline and improve the development review procedures.

Program LU-7.5.1

Zoning Administrator. *Activate the Zoning Administrator position to review and decide*

on routine discretionary permit applications that are normally reviewed by the City's discretionary public hearing bodies.

Table 2-1

General Plan Land Use Categories

RESIDENTIAL

LAND USE

DESCRIPTION

Very Low Residential
Up to 2.2 du/ac
Avg. 4.12 persons/ac

Located in the Wolfback Ridge area. Intended to be a transition area between the City and the Golden Gate National Recreation Area open space. Also intended to preserve hillsides and ridgelines from higher density development.

Development under this category is typically construction of new single family homes on large lots or minor expansion of existing single family residences. Whenever possible, construction of new single family homes should be clustered to maintain maximum open space.

Low Density Residential
Up to 5.4 du/ac
Avg. 7.98 persons/ac

Located on the higher slopes east of State Highway 101. Intended to protect and maintain the vegetated, scenic character of the City. Development under this category is typically single family homes on parcels which average 8000 square feet.

Medium Low Density Residential
Up to 7.3 du/ac
Avg. 16.38 persons/ac

Located on the upper slopes of town above the primary commercial and high density residential areas of the City. Development under this category is typically single family homes on parcels which average 6000 square feet.

Medium Density Residential
Up to 8.7 du/ac
Avg. 19.32 persons/ac

Developed during the 1960's and 1970's, this designation was intended to apply to large lot planned development in the north end of town. The designation provides for two-family development with larger minimum lot sizes than other two family areas.

Medium High Density Residential
Up to 17.4 du/ac
Avg. 27.42 persons/ac

This density begins to reflect the more urban parts of the City. Located throughout the City, this area is intended to provide a transition between the lower density uses on the steep slopes and the higher density uses on the flat lands.

Planned Development
High Density Residential
Up to 22.3 un/ac
Avg. 48.55 persons/ac

This density applies to only two planned residential development areas known as Whiskey Springs and the Anchorage. This designation is intended to preserve the density now enjoyed by the properties.

Table 2-1

General Plan Land Use Categories (Continued)

High Density Residential Up to 29.0 du/ac Avg. 54.6 persons/ac	Surrounding the City's commercial areas, this density reflects the urban character to a greater extent than the Medium High Density Residential category. The multi-family category is envisioned to maintain a mix of single family residences, condominiums and apartment buildings. The intent of this category is to accommodate housing locations which provide opportunities for residents to live within easy walking distance of commuter and shopping facilities.
Arks Up to .35 du/ac	This area is located on the Waterfront of the New Town neighborhood. This specific location is a historical remnant of old Sausalito's waterfront. Accordingly, the seven existing arks have been designated Noteworthy Structures by the City. No future development other than repair or replacement of the existing arks will occur because there are no vacant parcels within this designation.
Houseboats Up to 4.35 du/ac	Like the residential arks designation, this area is a historical remnant of Sausalito's history. This area is located in the Marinship. Subject to BCDC approval, new houseboats may be constructed in this area. Additional houseboat locations have been identified in the Shoreline area of the City's northern Sphere of Influence.

Table 2-1

General Plan Land Use Categories (Continued)

COMMERCIAL

Mixed Residential and
Commercial
FAR Up to - 1.0
Up to 29.0 du/ac

Located in the Caledonia Street area of the New Town neighborhood. Intended to be a local/resident serving area with a mix of residential and commercial uses. The commercial uses are intended to be of a type that will serve local residents. Commercial establishments on the ground floor should provide goods and services needed by local residents. Residential use is the preferred use on the upper levels of all structures. The residential component of the area is intended to serve as a location for high density residential development with some affordable units due to its location near public transit, access to major roadways and public services. All existing residential structures are to remain in residential use pursuant to the direction of the 1985 Traffic Initiative. Historic and architecturally significant structures in this area are to be protected.

Central Commercial
FAR Up to 1.3

Located along Bridgeway and a small portion of Princess Street. This designation describes the intense retail shopping area serving residents and visitors. First floor uses should be retail commercial with general office and residential uses on the upper floors of buildings in this area. The vast majority of the parcels in this area are located within the City's Historical District and all development must respect its historic character.

Neighborhood
Commercial
FAR Up to .50
FAR Up to .35

There are three neighborhood commercial areas in the City. One is located along Second Street in the Old Town neighborhood. The second is located along Bridgeway between Easterby and Olive Streets in the Spring Street Valley neighborhood. The uses that are encouraged in these areas are resident serving commercial uses. Residential uses will also be permitted on upper levels of structures.

The third area is the commercial strip area north of Coloma Street and west of Bridgeway in the Nevada Street Valley neighborhood. This area will have a lower intensity compared to the other two areas. It serves both the neighboring residential area and the commercial / industrial area east of Bridgeway (the Marinship). No residential uses will be permitted in this area.

Table 2-1

General Plan Land Use Categories (Continued)

Commercial Waterfront FAR Up to .30	Located along the waterfront of the New Town neighborhood east of Bridgeway, between Dolphin Street to the south and Napa Street to the north. The commercial uses located on the water in this area are to be marine related or dependent on a water location. There are several parcels that are either vacant or underdeveloped by intensity standards. A master plan for these parcels should be prepared which allows for mixed commercial uses while expanding the public lands of Dunphy Park.
Shopping Center FAR Up to .20	Located in the Marinship area of the City. This designation is specific to the single site located west of the U.S. Post Office. The commercial use of the site is to serve the local community as well as areas in the City's sphere of influence.

Table 2-1

General Plan Land Use Categories (Continued)

MISCELLANEOUS

Industrial
FAR Up to .40

Located in the Marinship area of the City east of Bridgeway and between Napa Street to the south and the City limits to the north. Intended to maintain one of the last working waterfronts in Marin County. This area is the subject of the City's Marinship Specific Plan which strictly regulates the permitted uses and development intensity to reflect the desired marine and general industrial uses.

There are several large underdeveloped parcels in this area. Any future development of these parcels will be accompanied by a master plan in order to ascertain potential impacts on the surrounding parcels and the City as a whole.

Waterfront
FAR Up to .30

Located in the Marinship and Central Waterfront areas of the City. This designation serves two distinct areas. The primary waterfront area is located in the Marinship and is regulated by the Marinship Specific Plan. In the waterfront area of the Marinship, development will be limited to that which supports the marine industry. Marine service harbors, public access piers and minor modifications to existing recreational marinas will be the only authorized use of the water.

The second waterfront area is located in the Central Waterfront bounded by Litho Street to the north and Bay Street to the south. The primary use of this area is recreational marinas and their supporting land uses. The last remaining underdeveloped open water area may be developed with consistent uses. Any such proposal must be presented in master plan form.

Public Institutional
FAR will be based on
use and the FAR of
surrounding land use
designations

Located throughout the City, this designation is applied to publicly owned properties such as City Hall, Corporation Yard, old MLK school site, Bay Model, Post Office, Bayside School, Police and Fire stations. Minor development may take place at the aforementioned sites over time. The old Martin Luther King school site may have commercial uses as a temporary condition (without any increase in land area or floor area devoted to commercial use) until the City is able to finance its permanent use as a public recreation facility.

Table 2-1

General Plan Land Use Categories (Continued)

Public Recreational and Parks	Located throughout the City, this designation is specific to publicly owned recreational areas such as parks, piers, open space. This designation also includes the Federally owned lands of the Golden Gate National Recreation Area (GGNRA). Development is not to take place in these area except for minor site improvements as deemed appropriate.
Open Area FAR Up to .10	This designation applies to the open water areas located on the eastern boundary of the City. The parcels found in this category are exclusively underwater parcels, most of which are owned by the City. Those parcels that are not owned by the City have been identified as potential public open space acquisition sites. No development is anticipated for these open water areas.

SPHERE OF INFLUENCE

General Commercial FAR .9 (Marin City) FAR .35 (Shoreline and Manzanita)	A mix of office and retail uses are permitted in these areas at intensities consistent with the Marin Countywide Plan. The City supports hotels in the Manzanita area but not in the Shoreline area.
Conservation Overlay FAR .00	This designation is located in the Sphere of Influence to the north of the City limits. This designation is intended to protect unique and valuable natural resources such as open shoreline, ridges and heavily vegetated slopes. Development is to be avoided in these areas, and every effort should be made to cluster the development to preserve the integrity of the surrounding natural resources.

Section 2.3

LAND USE AND GROWTH MANAGEMENT BACKGROUND

The major land use developments in recent years, since the General Plan was last revised in 1978, have been the construction of multi-family and duplex units on the vacant ridge in the Nevada Street Valley, conversion of miscellaneous commercial uses to office buildings along Bridgeway, and development of major office structures in the Marinship. The Civic Center was established in its present location at Caledonia and Litho Streets as called for in the previous General Plan. Additionally, the City has acquired Dunphy Park, Cypress Ridge and Marinship Park as called for in the previous General Plan. The completion of the Marinship Specific Plan in 1988 established land use policies for the Marinship.

The City of Sausalito has nearly reached its maximum build-out potential. For the most part, future building will involve redevelopment or reuse of existing developed areas. In most residential neighborhoods, all of the relatively easily developed lots were built upon years ago and most remaining vacant lots have significant physical constraints. General Plan policies anticipate limited additional residential, commercial and industrial development in the City. This is in keeping with the 1985 voter-approved Traffic Initiative which establishes limits on the intensity of additional commercial development.

■ Population, Housing and Jobs Projections

The City's population grew at a steady rate between 1950 and 1980. However, from 1980 to 1990, Sausalito's population actually declined from 7,338 to 7,152 persons. The 1978 General Plan projected a population of 9,600 persons by 1995.

If the maximum development allowed by all the General Plan policies is achieved, by 2010 the City could comprise approximately 4,900 dwelling units, an increase of 546 units over the total identified in the 1990 Census. Approximately 112 of these units might be new secondary dwelling units, in keeping with the City's intent of trying to meet affordable housing need within the severe development constraints that exist.

Trends in the type of housing in Marin County show a significant increase in the proportion of multiple family housing to single family detached housing. This trend is much more pronounced in Sausalito. In 1960, 61% of the homes in the City were single family detached units and 39% were multiple family and other types of units. By 1990, the proportion was reversed, with 34% being single family detached units and 66% being multiple family and other types of units.

Sausalito households averaged 1.75 persons per household in 1990, which is the smallest in Marin County. In spite of the small household size, average household income in Sausalito-Marín City is expected to increase more than 18% in constant 1990 dollars over the next fifteen years and Marin County will continue to have the highest average household income in the Bay Area.

In 1992, strictly residential land uses comprised 360.1 acres. Sausalito commercial and industrial land uses covered approximately 115 acres and commercial buildings totaled approximately 1,778,176 square feet.

If the General Plan policies concerning maximum commercial and industrial development are achieved, a total of approximately 241,000 new square feet of commercial and 191,000 new square feet of industrial development could occur in Sausalito. This amount of square footage may result in a total of approximately 772 additional jobs (the square footage to jobs ratio is based on the CalTrans Trip Generation Research Counts).

The City's employment base continues to be dominated by retail trade, followed in importance by the service sector. Jobs in construction, transportation, communications, finance, real estate, insurance and government comprise 22% of the City's employment base. No change in these patterns is anticipated.

■ Land Use Categories

The General Plan land use map, GP-4, depicts 20 different categories of uses within the City limits. One additional category in the City's sphere of influence is shown on maps GP-5, 6, 7 and 8. The categories are defined in Table 2-1 along with allowable dwelling unit densities and building intensities. The definitions are intended to provide a broad description of desired uses; the zoning code should be consulted to determine specific allowed uses. Table 2-2 delineates the amount of acreage in each residential land use category within the City as well as the existing and potential number of dwelling units.

Table 2-2

Residential Development Potential by Land Use Category

<u>LAND USE DESIGNATION</u>	<u>EXISTING # OF UNITS</u>	<u>NET ACRES</u>	<u>UNITS PER ACRE</u>	<u>POTENTIAL UNITS¹</u>
Very Low	33	26.23	1.26	23
Low	121	32.2	3.75	8
Medium-Low	891	118.3	7.53	83
Medium	90	10.92	9.34	18
Medium-High	1619	120.1	13.50	114
Planned Development	283	12.77	15.00	0
High	1000	34.42	24.26	182
Arks	7	.35	20.00	0
Houseboats	7	4.82	1.45	6
Marinship Overlay	44	71.00	.08	0
Central Commercial	77	4.92	15.60	0
Mixed Residential and Commercial	50	6.04	8.40	0
Neighborhood Comm.	18	5.50	3.30	0
Total	4240			434

¹ The maximum number of potential units is based on each lot being developed to the full density entitlement.

Table 2-3 delineates the amount of acreage in each commercial land use category within the City as well as the existing and potential amount of commercial square footage in each commercial category. The purpose of these two tables is to show the maximum development potential for each land use designation. For the purpose of traffic modeling, maximum allowable residential development was assumed for the residential areas and in the commercial areas, only commercial development was anticipated. The methodology used for reaching the maximum potential buildout numbers in Tables 2-2 and 2-3 is explained in the Environmental Impact Report prepared for this Plan.

Table 2-3

Commercial Development Potential by Land Use Category

<u>LAND USE DESIGNATION</u>	<u>EXISTING SQUARE FEET</u>	<u>NET ACRES</u>	<u>MAXIMUM POTENTIAL COMMERCIAL SQ. FT.²</u>
Central Commercial	325,598	5.82	38,100 sq. ft.
Mixed Residential & Commercial	216,249	6.04	46,600 sq. ft.
Neighborhood Comm.	111,573	5.50	5,100 sq. ft.
Comm. Waterfront	69,090	5.90	39,000 sq. ft.
Shopping Center	19,000	1.47	0 sq. ft.
Industrial	944,858	62.85	91,000 sq. ft.
Waterfront	91,808	27.5	112,200 sq. ft.
Total	1,778,176		432,000 sq. ft.

Implementation of the Land Use Element and Housing Element policies and programs will result in the creation of new residential uses in the commercially designated areas. It is also recognized that through implementation of these policies, maximum residential densities may not be achieved. The Housing Element (Table 3-4) contains a breakdown of the potential housing units by each zoning category which considers these factors.

■ Description of Sausalito's Eight Neighborhoods

Sausalito has historically been comprised of eight neighborhoods: Old Town/Hurricane Gulch, Wolfback Ridge, The Hill, New Town, Monte Mar Vista/Toyon Terrace, Spring Street Valley, The Marinship and Nevada Street Valley. The boundaries of the neighborhoods are shown on map GP-3.

² The maximum potential commercial square footage is based on each lot being developed to full intensity entitlement.

Old Town/Hurricane Gulch

Old Town/Hurricane Gulch extends from the southern City limits to North Street and Cable Roadway to the north. It is the oldest part of the City and is characterized by a mix of single family, duplex and multiple family units, with many small dwellings and rental units. Newer, larger units are located on steeper slopes. There were an estimated 1021 dwelling units in 1993, with 31 dwelling units added during 1980-93. It is estimated that there are a moderate number of undocumented existing second units. General Plan policies would allow infill and selective rebuilding at intensities compatible with existing neighborhoods in the two-family and multiple family areas. Assuming maximum potential development is realized in this neighborhood, an additional 83 dwelling units could be constructed.

The small commercial area along Second Street is intended to provide neighborhood services and is not expected to be expanded beyond its present boundaries. Currently there are approximately 52,822 square feet of commercially used structures in this neighborhood. No additional commercial development is envisioned to be constructed in this neighborhood.

Wolfback Ridge

The Wolfback Ridge area is a very low density hillside and ridgeline residential neighborhood, which is physically separated from the rest of Sausalito by Highway 101. The neighborhood represents the western-most area in Sausalito and the area with the highest elevation. Some of the homes are either fully or partially visible from various vantage points throughout the City. The area also contains some of the steepest slopes in the City, with slope stability problems. The very low density land use designation has been applied to the ridge area to create a density transition area to the lands of the GGNRA, to respond to topographic limitations and to preserve ridgeline open space and visual resources. There were an estimated 33 dwelling units in 1993, with 3 single family units added during 1980-93. General Plan policies would allow second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 23 dwelling units could be constructed.

The Hill

The Hill remains much as it was shortly after the turn of the century. It extends from Richardson Bay, to North Street and Cable Roadway on the southern border, Highway 101 on the westerly border and Santa Rosa Avenue on the northern border. The Hill contains large older homes, mixed with condominiums and apartment units near Downtown. There were an estimated 875 dwelling units in 1993, with 13 dwelling units added during 1980-93. There are estimated to be a moderate number of existing second units. General Plan policies would allow infill and some intensification of densities close to the commercial area as well as new second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 127 dwelling units could be constructed.

The Hill's commercial area serves local as well as regional commercial needs and provides retail goods for the City's large tourist population. Commercially used structures total approximately 222,788 square feet. Plan policies envision limited additions to the commercial district with primary emphasis being on preservation of the historic character. Preservation of existing

housing in this area is also provided for. Assuming maximum potential commercial development is realized, an additional 38,100 square feet could be constructed.

New Town

New Town includes The Glen, the resident-serving commercial uses along Caledonia Street and the central waterfront. It contains smaller bungalows, mixed age apartments, condominiums and older small homes. The high density residential portions are near the Civic Center and Caledonia Street stores. The area extends on both sides of Caledonia Street from Johnson to Napa Street and also includes the frontage along Bridgeway in this area. The Caledonia Street area is intended to be the main shopping area for City residents, providing stores and offices for as many frequent and regular needs as possible.

There were an estimated 888 dwelling units in 1993, with 30 dwelling units added in 1980-93. There are 247,839 square feet of commercially used buildings in New Town, 178,749 of which is on Caledonia and the west side of Bridgeway. General Plan policies would allow residential and commercial infill, new second units and encourage new mixed use development including housing above commercial stores. The policies envision additional commercial development along the waterfront. Assuming maximum potential development is realized in this neighborhood, an additional 96 dwelling units could be constructed, as well as an additional 85,600 square feet of commercial development. Approximately 39,000 square feet of the potential commercial development could occur along the waterfront.

Monte Mar Vista/Toyon Terrace

Monte Mar Vista includes Toyon Terraces and is located north of The Glen, with Highway 101 as its westerly border. Monte Mar Vista contains a mix of units including single family, duplexes and condominiums. There were an estimated 221 dwelling units in 1993, with 20 single family units added between 1980-1993. There are estimated to be a moderate number of existing second units. General Plan policies would allow second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 12 dwelling units could be constructed.

Spring Street Valley

Spring Street Valley is bordered by the New Town area of the City to the south, Nevada Street Valley to the north, Bridgeway to the east and Highway 101 to the west. It is a mix of more recently constructed multiple units and older single family homes. The bulk of the development in this area occurred during the late 1950's and early 60's. There were an estimated 347 dwelling units in 1993, with 11 single family dwelling units added during 1980-93. General Plan policies allow infill and a limited number of new second units. Assuming maximum potential development is realized in this neighborhood, an additional 37 dwelling units could be constructed.

Spring Street Valley includes the small commercial area between Olive Street and Easterby Street on the west side of Bridgeway which totals approximately 20,174 square feet. This area is intended to be primarily resident serving and will not be expanded beyond its current boundaries. Within these boundaries, no additional potential for commercial development exists.

Nevada Street Valley

Nevada Street Valley is located in the northerly part of the City bordering Bridgeway to the east and Highway 101 to the west and north. This is the newest area of Sausalito, much of which was annexed to the City in 1981. It contains a mixture of old small single family homes and large multiple family projects mostly built in the 1960's and 1970's when the area was under County jurisdiction. There were an estimated 801 dwelling units in 1993, with 41 dwelling units added during 1980-93. Assuming maximum potential development is realized in this neighborhood, an additional 50 dwelling units could be constructed.

Nevada Street Valley includes the temporary commercial uses at Martin Luther King school site and the commercial center between Ebbtide and Coloma. A total of approximately 30,300 square feet of commercial development exists. Some limited commercial development may occur within existing boundaries of this center. The maximum development potential is estimated to be approximately 5,100 square feet.

Marinship

The Marinship area, located east of Bridgeway and north of Napa Street, represents the City's only industrial and working waterfront area. The majority of the area is comprised of fill which was created in 1942 by the US Army Corps of Engineers to construct a shipyard. A large portion of the Marinship consists of the original buildings associated with the shipyard. These buildings are an important element of the area since they are a defining characteristic unique to Sausalito.

During the 1960's, some portions of the Marinship area were converted to commercial office use. With the adoption of the Marinship Specific Plan in 1988, this trend has been halted. The Plan envisions this area remaining primarily as marine industrial. There are 1,015,000 square feet of commercial development in the Marinship. Assuming maximum potential commercial development is realized in the Marinship, approximately 303,000 additional square feet could be constructed.

The Marinship Specific Plan specifies that new residential uses are not permitted except when needed for security. There are 51 existing units in the area. Seven (7) units are located in the Houseboat area of Varda Landing as permitted by the Marinship Specific Plan. Thirty eight (38) are in the proposed Galilee Harbor project. The remaining six (6) are located throughout the Marinship. There is potential for six (6) additional dwelling units which reflects expansion of the Varda Landing houseboat area. New houseboat dwelling units may be constructed subject to BCDC approval.

■ Residential Policies and Programs Background

Single Family

The 1995 General Plan is not recommending any significant changes to the policy direction of the 1970 General Plan for the single family areas of Sausalito. A guiding development principle of the 1970 General Plan has been the concept of locating higher density and intensity uses on the relatively flatter parcels in the City. Generally, density and intensity should decrease as the parcel slopes increase. At the same time, the Plan continues to recommend mechanisms to allow

for the maintenance of existing diversity. The only modifications involving the single family areas of the City include some limited reductions in density and the legalization of second units in the single family zones.

The single family densities range from a low of two units per acre in Wolfback Ridge to a high of seven units per acre in The Hill. The densities established on the land use map (GP-4) reflect actual densities of existing single family neighborhoods. It is intended that infill development maintain similar densities and the single family character which has been established in the various neighborhoods.

Although the majority of the structures in the low density residential areas are one family homes, two family and multiple family structures are also found in these areas. At least 115 second units are also known to exist. The overriding single family character can continue to be maintained while allowing for continued use of the existing two and multiple family structures. Some limited new development of second units may be allowed that does not destroy the character of the district.

Two Family

As with the single family areas, densities allowed in the two family areas continue to reflect what the 1970 General Plan allowed. Permitted two family densities shown on the land use map range from 8 to 17 units per acre. The majority of the two family areas shown on the map allow development at the higher end of the range. Even though many parcels with this designation are steeply sloped, this density has been maintained.

Many properties within the Medium High Density Residential area have been developed at or near the density of 17 units per acre. The zoning which is consistent with this designation establishes required square footage per unit and has been in effect since 1963. There are properties built at even higher densities which are currently non-conforming, particularly in Old Town. They pre-dated the 1963 zoning regulations.

The approach of the Plan is to continue to permit densities up to 17 units per acre but to carefully review future development to reflect topography, vegetation, street capacity and neighborhood character. Densities at the upper end of the two family range are not guaranteed and can only be achieved if site constraints and neighborhood concerns can be satisfied.

Planned Development

This land use category recognizes the residential density of two existing residential projects which were developed as planned unit developments; Whiskey Springs and the Anchorage. These two areas are developed at 22.3 units per acre. No additional residential units are projected for these areas but existing densities can be maintained.

Multiple Family Residential

Multiple family densities are permitted in this plan up to 29 units per acre. These high density areas generally surround the Downtown and Caledonia Street commercial districts. They are close to shopping, services and transportation. The one exception is the Sausalito Towers apartment site in Spring Street valley. This is a single parcel which has been developed to its

fullest potential and no additional units are allowed. The southeastern vacant portion of the site has been designated private open space and may be used for recreational facilities for the residents of Sausalito Towers.

As with the two family areas, densities established by this Plan have been permitted since 1963. To avoid rendering properties which have developed to the maximum density non-conforming, this density has been maintained. Future higher density development will be permitted, although maximum density may not be achievable in every instance. To allow for the continued diversity in housing type and variety in sizes of structures, emphasis will be on project design.

In the Old Town area, much of the multiple family residential areas consist of relatively small parcels that can only support single and two family residences. Preservation of the existing parcel sizes, and the uses located on these smaller parcels, is important since these parcels are important to the character of the City.

Special Residential

A defining characteristic of Sausalito's more recent history are the houseboats found along the shoreline of Richardson Bay. These residences symbolize the artistic and colorful recent past of the City. Since their establishment in the Bay, the State has created the Bay Conservation and Development Commission (BCDC) to regulate development in and around the Bay. In 1984, the Richardson Bay Special Area Plan was adopted by BCDC, Marin County, Belvedere, Mill Valley, Tiburon and Sausalito. A joint powers authority was established to implement the plan. Consistent with that plan, and the Marinship Specific Plan, it is the intent of the City to define allowable uses and to promote the protection of the Bay.

This General Plan echoes the issues and policies identified in the Richardson Bay Special Area Plan by allowing limited houseboat uses (subject to BCDC approval) and liveaboard uses of recreational vessels only in identified locations. Further, the City will require that any new residential uses located on Richardson Bay be equipped with appropriate water, sewer, electrical and fire protection services.

The vast majority of the houseboats found in Richardson Bay waters are outside the City Limits, but City policies and programs extend to the Shoreline area in Sausalito's Sphere of Influence where the houseboats are located.

Residential Development Intensity

Review of projects submitted for approval between 1985-1990 indicate that most projects are proposed at the maximum floor area and lot coverage allowed. At the same time, the inability of many sites to provide for acceptable on-site parking, open space setbacks, tree and view preservation have resulted in approvals which, on average, have allowed less than the maximum floor area or lot coverage permitted in the applicable residential zoning district.

The policies in the Plan attempt to balance the property owner's need for some certainty concerning allowed building intensity with the community's desire to address other development concerns and specific site constraints. Plan policies make clear that proposals at the upper end of the floor area and coverage maximums allowed will be given heightened review. However, it is

also the intention of the Plan that all development projects be reviewed with the intention that new development balance a property owners desire with the community's desires. Although it is recognized that there are many sites which can support structures which maximize bulk allowances, it is also important to recognize that this may not be appropriate in every case. The Plan envisions the establishment of a predictable procedure for site analysis and decision making.

To this end, the following factors will be considered in the development of design guidelines prepared to implement this Plan:

1. Tree preservation
2. Lot configuration
3. View preservation
4. Public safety
5. Required grading
6. Parking
7. Landscaping
8. Slope/Topography

In proposing the development of design guidelines, it is the intent of the Plan that the design guidelines be used for instructive purposes rather than a test of proposed development's acceptability.

The following floor area ratio and lot coverage allowances listed in Table 2-4 are included in the current zoning ordinance regulating residential bulk allowances and are the maximum permitted unless variance findings can be made. The Plan does not envision any change to these maximum.

Table 2-4

Maximum Floor Area Ratios and Parcel Coverages

<u>LAND USE & ZONING CATEGORIES</u>		<u>MAXIMUM FAR</u>	<u>MAXIMUM COVERAGE</u>
SF-VL	(R-1-20)	.35	30
SF-L	(R-1-8)	.40	30
SF-ML	(R-1-6)	.45	35
TF-M	(R-2-5)	.40	35
TF-MH	(R-2-2.5)	.65	50
PLANNED	(R-P)	.65	50
MF-H	(R-3)	.80	50
RA	(R-A)	.30	30
H	(H)	.25	25

Due to the irregular nature of parcels in Sausalito and the fact that many properties developed before the current zoning regulations were adopted in 1963, it is often difficult to make logical additions to existing homes without violating a side or rear yard setback. In order to simplify the

development process and avoid numerous variance applications, a new mechanism should be initiated for implementing the minimum open space requirement for each residential parcel. The minimum amount of open space could then be provided while allowing flexibility in the location of that open space.

Residential Master Plans

In order to provide the City and any developer the greatest amount of flexibility in considering major residential projects, the City will encourage that any large scale residential project be reviewed as a residential Planned Unit Development (PUD). The PUD process is not new to Sausalito. The zoning ordinance currently allows for PUD's for projects involving more than 20,000 square feet of parcel area. The Plan calls for a change to the existing ordinance to require the use of this development procedure in certain circumstances. By requiring this development process, the City will have the ability to:

- (1) Flexibly apply zoning code standards such as setbacks, FAR and lot coverage.
- (2) Address long term impacts or concerns of specific neighborhoods.

Property owners and developers will benefit from the PUD process, by having greater flexibility in site planning and specific designs, since the City may have greater project review flexibility. Developers may also be able to reduce capital improvement costs since it may be possible to combine ingress and egress points and utility lines.

Non-Residential Facilities

Throughout the seven residential neighborhoods, uses are permitted which are not residential. Typically, these uses are low intensity uses that operate only during specific times such as churches. The following are examples of such uses in Sausalito; the Sausalito Woman's Club, Star of the Sea Catholic Church, Sausalito Presbyterian Church, Christ Episcopal Church, and the First Baptist Church.

The City wishes to provide for diverse uses, that serve a community need. In order to ensure that any one neighborhood, or portion of a neighborhood, not be unduly impacted, the Plan calls for the establishment of siting criteria for new non-residential uses.

Child Care and Residential Care Facilities

In compliance with California Health and Safety Code, child care and residential care facilities for fewer than 6 persons will be considered residential uses of property for zoning purposes. State law also prohibits local government from prohibiting large family day care homes, defined as homes which provide family day care to 7 to 12 children, on lots zoned for single-family dwellings. These facilities may be required to apply for a use permit but standards which may be imposed are prescribed by state law. The City will amend the zoning ordinance to clarify the procedure for approval of large family day care homes.

Day care centers which provide care for 13 or more children will be permitted in any public, high density multi-family or commercial area with the granting of a conditional use permit. The zoning ordinance will be amended to provide for this regulation.

Non-Conforming Uses/Structures

The Plan establishes policies which address both existing non-conforming uses and non-conforming structures in residential areas. Policies reflect the City's desire to require a greater level of discretionary review for non-conforming uses than for non-conforming structures.

Non-conforming uses can only be reinstated through the approval of a discretionary permit, and then only if the cessation of the use was involuntary. A non-conforming use which was voluntarily discontinued for an extended period of time could not be reinstated.

Because the maintenance of existing diversity of building size and type in residential areas is desired, the Plan allows for additions and alterations to all residential structures which are non-conforming only due to failure to observe the parcel area, open space or bulk regulations of the zoning ordinance as long as the non-conformity is not increased.

The Plan also allows for the reconstruction of any non-conforming residential structure which is voluntarily or involuntarily demolished. Bulk entitlements will not be lost as long as the reconstruction takes place within a specified time period and as long as the reconstructed structure substantially replicates the structure demolished.

Procedures for establishing a record of what exists on residential parcels will be developed, and, where no records are on file, a process for holding an evidentiary hearing to prove what previously existed will be developed.

Unique to the residential areas of the City, there are three (3) properties that are located on the National Register of Historic Places as of 1994. The three properties are known as the Griswold House (639 Main Street), the Casa Madrona Hotel (156 Bulkley - 801 Bridgeway), and the Sausalito Woman's Club (San Carols and Central Avenues). The Sausalito Woman's Club and the Casa Madrona Hotel are unique in that they are non-residential uses located within residential land use areas, and, therefore, are considered non-conforming uses.

Because these three properties are important to the character of Sausalito and are designated as sites of National significance, the General Plan establishes a policy by which the structures and their uses can be reinstated in the event of involuntary destruction of the structures. The intent of the policy is to assure that the affected properties maintain their historic use and assure that they are authentically replicated in the event of demolition. It is not envisioned by this policy that there will be an expansion of commercial uses on Bulkley Avenue which is a high density residential area.

■ Commercial Policies and Programs Background

Downtown Central Commercial

In the 1950's, the Downtown was filled with resident-serving stores. Gradually, as merchants and property owners discovered the potential for increased business from catering to visitors more than to residents, the resident-serving stores moved out or changed their lines of goods to cater to large numbers of day visitors. Today, only a few resident oriented stores remain

Downtown, and Sausalito residents are worried that visitor-serving stores will force out the neighborhood stores along Caledonia Street as well.

It is recognized that the Downtown will continue to be a popular destination for visitors to Sausalito throughout the life of this Plan. General Plan policies for the Downtown commercial area have been designed to enhance the economic diversity and vitality of the uses in the Downtown for both visitors and residents. Furthermore, the policies have been designed to minimize the impacts of this intensely used commercial area on the surrounding neighborhoods.

Uses in the Downtown. The citizens of Sausalito have expressed a desire for increased usability of the Downtown commercial area by residents. In order to accomplish this goal, the City will work with the Downtown business interests to develop a program which will enhance the existing retail environment. Programs which focus on Downtown revitalization and economic development incentives will be pursued. Business Assessment Districts will also be investigated as a means of providing funding for physical improvements and assistance in tenant enhancement.

The City recognizes the importance of the visitor serving commercial area of Downtown to the health and vitality of the local economy, but at the same time recognizes the importance of assuring a mix of retail activity serving both the visitor and resident market. It is the general desire of the City to encourage merchants to enhance the quality and reduce the redundancy of the merchandise available in the Downtown. The City would encourage merchants to provide goods and services which are demanded by both residents and visitors. Unique goods, particularly goods which have some connection to the local area, will also be encouraged. To further this desire of the City, the Plan calls for the investigation of establishing a Special Use District in the Downtown. The intended purpose of such a district would be to encourage the desired mix of uses in the Downtown. This may be accomplished by limiting the number of potentially redundant uses that can be located in the Downtown.

To assure that regulations adopted by the City are acceptable to all affected parties, the Plan proposes the establishment of an on-going advisory business task force to advise the City Council on business issues in the Downtown. The task force should be made up of residents, business community members and City officials.

In the interest of assuring the economic health of the Downtown while encouraging desired uses, the Plan proposes to have no parking standards for all permitted commercial uses. This would allow more certainty to property owners regarding changes in tenancies. It would also remove parking as a constraint to the establishment of the desired uses.

The Plan encourages developers and property owners to retain existing residential dwelling units in the Downtown. By maintaining some residential units, the Downtown will be ensured nighttime usage. The City will also benefit from the maintenance of some affordable housing stock.

Historical Character. The Downtown is unique in that it has been designated as a Historical District. As such, it is important to preserve the historical character of the Downtown structures

as they are remodeled or redeveloped over time. The Plan allows for the consideration of strategies to assist property owners in the preservation of the historic buildings. These could include credits of FAR, parking, or lot coverage. They could also include the transfer of development rights from other properties in town to the historic structures. For additional historic preservation discussion, refer to the Community Design and Historic Preservation Element Background section of this document.

Neighborhood Impact. The minimization of the impact of visitor uses on the surrounding neighborhoods is addressed in several ways. One is to buffer the Caledonia Street area from the Downtown visitor serving area. The existing residential properties located between the two areas will act as a buffer. These properties should be preserved as residential in order to ensure the existence of a buffer between the Downtown and the Caledonia Street area.

Uses which result in noise levels unacceptable to residents surrounding the Downtown will not be allowed. Transportation programs which encourage greater use of public transit by visitors, efforts by employers to encourage employees to carpool or use transit and expanded use of the resident only parking programs will address the parking problems residents in these areas face.

Caledonia Street-Residential Commercial

Mixed Residential and Commercial Focus. The Caledonia Street area includes both sides of Caledonia Street and the west side of Bridgeway from Johnson Street to Napa Street. It also includes the Police Station, the Fire Station and the retail shops between Johnson Street and the intersection of Bridgeway and Caledonia. It is in this area that resident serving uses such as the movie theater, medical offices, gas station, markets and dry cleaners are located. Residents have expressed the need for more local oriented stores, especially food, drugs, apparel and variety stores and services such as full service gas stations or repair garages.

Residents have also expressed a desire to maintain the mix of residences and commercial establishments through the adoption of the 1985 Traffic Initiative. This Plan continues to implement the objectives of the Initiative by proposing to enforce its prohibition against the conversion of residential uses to commercial uses. In addition, the Plan encourages new housing on all levels above the ground level.

Architectural and Historical Character. As with the case of the Downtown area, Caledonia Street is an area of local historic importance. Although the area is not a historic district, located within its boundary are several structures of historical and/or architectural importance. It is important to preserve the historical and architectural character of these structures as they are remodeled or redeveloped over time.

To assist property owners in preservation of historic buildings, incentives such as intensity credits or transfer of development rights should be considered. Furthermore, it is equally important to review construction of neighboring buildings for compatibility with the identified historic buildings. For specific historic preservation discussion, refer to the Community Design and Historic Preservation Element Background section of this document.

Neighborhood Commercial

The neighborhood commercial areas in Old Town, Spring Street Valley and Nevada Street valley are intended to provide needed goods and services within walking distance of residents and employees in those areas. Uses which create excessive employee parking demand should be limited in these areas.

Marinship Commercial

The Plan establishes a policy which specifies that no new commercial office space may be created in the Marinship except for necessary ancillary office space for permitted uses. It provides for continued use of existing office buildings and for limited commercial uses which support this industrial area.

The only other commercial designation within the Marinship is the Shopping Center designation which is intended to continue the use of the designated area as a full service supermarket.

Special Commercial Issues

Hotels. Hotels attract additional visitors to Sausalito. Hotels can generate problems related to overnight parking, employee parking, noise generation and lighting associated with all night operation. If a restaurant is connected with the hotel, the potential for additional impacts exist. However, hotels, with good location, management and adequate parking, can have minimal impact on nearby residential areas. The hotel occupancy taxes can provide significant revenues to the City. Sausalito's historical setting could also make bed and breakfast inns a natural attraction.

These inns could help to retain historically significant structures in economic use in some areas. With these issues in mind, the Plan encourages that hotel and Bed and Breakfast uses be located in the Downtown area. While encouraging that these uses be located in the Downtown, any new hotel and Bed and Breakfast use should be small in size. Any construction that is associated with the establishment of these two uses should maintain the same scale and character as the existing structures in the Downtown.

Nonconforming Structures and Uses. Like the policies for residential nonconforming structures and uses, the Plan establishes policies which address existing nonconforming structures and uses in commercial areas. It is the intent of the Plan that these existing structures and uses be retained in the event of any potential involuntary loss.

■ Industrial Policies and Programs Background

Marinship

The character of Sausalito, throughout its history, has been defined by its marine industrial uses along the waterfront. In 1942, the industrial character became more prominent with the creation of the Marinship boat works during World War II. Since the late 1950's, this large scale industrial influence has given way to smaller scale industrial uses and other marine related use. With the influx of commercial and office uses in the late 1970's and early 80's, retaining the marine industrial focus of the area and minimizing traffic impacts on Bridgeway were major concerns of the City. The primary goal of the General Plan and the Marinship Specific Plan is to

preserve the area for continued marine industrial use to mitigate these concerns.

The strong market demand for all land in Sausalito creates pressures for more intensive development in the Marinship area. The existing industrial uses are mostly small in size and are considered low intensity. These uses could be forced out by larger, more intensive retail and office uses. The office buildings built during the past decade have contributed to increasing congestion along Bridgeway and raised land prices. The office buildings also changed the visual identity of the area from its historic marine and industrial character.

Accordingly, while existing offices and commercial stores will be allowed to remain in the Marinship, new office or retail uses, including restaurants, will only be permitted if they serve the working population of the Marinship. Permitted uses should be those which are water dependent and which are industrial or compatible with industrial uses.

The 1985 Traffic Initiative established specific limits on the intensity of development for most of the City's commercial and industrial areas. In the Marinship, the result of the limits is that new buildings will be smaller than many which currently exist.

■ Waterfront Policies and Programs Background

Fishing and the railroad ferry which operated along the waterfront were the original economic base of Sausalito. The railroad ferry is gone and the commercial fishing industry is now a much smaller contributor to the City's economy. The City's marine related community now is mostly oriented to the berthing and servicing of private pleasure boats and other water oriented recreational uses. In order to preserve the opportunity for continued commercial fishing while recognizing the needs of the recreational marine industry, Plan policies for the waterfront area provide for protection and enhancement of uses which rely on waterfront locations. They also encourage a continuous system of trails for bikers and pedestrians along the City's waterfront areas.

Marinship Waterfront

The General Plan is implemented by the Marinship Specific Plan which establishes the allowable uses in the area. These allowable uses maintain the working waterfront nature of the area while at the same time provide opportunities to businesses that provide special marine services and products. The Plan recognizes the existing recreational harbors but prohibits the development of new harbors. Expansion by no more than 10% of the number of berths existing in 1988 is also permitted. The Galilee Harbor marine industrial planned development has been approved by the City and the applicant's completion schedule, if met, would occur within the life of this Plan.

Central Waterfront

The Central Waterfront extends from Napa Street in the north to Spinnaker Point to the south. Development potential exists in the Central Waterfront area where there are several large privately held parcels that are under developed. Though some additional commercial development is appropriate it must be done with concern for the potential to substantially impact the aesthetic and fragile environmental quality of this area. It is a goal of the City to enlarge Dunphy Park and preserve the open water and views of Richardson Bay.

Due to the development throughout the City's waterfront, this area is the last remaining area that may accommodate expanded public recreational use. Therefore, in order to accomplish these goals, the City places great importance on working with any land owner in this area to ensure a well thought out and attractive development for this key part of the Sausalito waterfront. The development of a master plan for the area will be encouraged.

■ Open Water Policies and Program Background

Downtown Waterfront

The Downtown waterfront, from Spinnaker Point to Horizon's Restaurant, defines the character of Sausalito as perceived by both residents and visitors. The sweeping views of the Bay, Angel Island, Alcatraz and San Francisco are unique to Sausalito. As discussed above in the Commercial land use background section, the Downtown is the focal point of the tourist industry. Maintaining the ferry terminal at its current location next to the Sausalito Yacht Club, continues the focus of the area as the major entry point to the City. Enhancements to the area which maintain its visual attractiveness will be important.

Another characteristic of the area is the location of three restaurants and the yacht club entirely over the bay waters. Because these are attractive uses to the tourist industry, and also involve two structures of local historic importance, the City desires to keep these structures in their current locations even in the event of catastrophic loss.

The General Plan supports the development of a master plan for the Downtown waterfront area. The Plan envisions that such a plan would make recommendations as to the development along the waterfront and City owned land adjacent to the waterfront in the Downtown area. Issues that may be discussed by such a plan may include a new public pier and the redevelopment of existing structures along the waterfront. The Master Plan for the Downtown waterfront area shall be subject to the limitation contained in Program LU-4.7.5, Program LU-5.1.2. and Program LU-5.3.1.

Southern Waterfront

The southern waterfront extends from the Downtown to the southern City limits. This is the location of the prime waterfront views across the Bay to San Francisco. There are no constructed features along this shoreline into the water except for the public pedestrian walkway along the underwater section of Bridgeway and some minor private docks and landings at the southern City limits. No new development is envisioned along this southern waterfront. It is the City's desire to maintain the open, unobstructed visual character of this area.

■ Public Policies and Programs Background

The 1995 General Plan distinguishes between public recreational uses and public institutional uses. This allows for the regulation of land uses on publicly owned properties with different purposes. Special Public zoning categories will be adopted as needed to regulate uses on parcels owned by public entities, similar to the zone which has been applied to the Martin Luther King school site. Of particular concern is the need for regulations which address the permitted uses in public open space areas.

Martin Luther King School Site

The Martin Luther King school site is a 17.43 acre parcel surrounded by residential development except for the commercial frontage along Bridgeway. The site contains about 10 acres of open fields (playing fields, basketball and tennis courts) and about 7.4 acres devoted to what comprised the former school facility and bus barn. The School District rented unused space to low intensity commercial and light industrial uses in 1981. In 1986, the School District discontinued school use and the City entered into purchase agreement with the School District.

The Plan envisions the MLK property as a park and recreational area for residents. It recognizes that in order for maximum usage as a public park to be accomplished, some reassessment of the current financing mechanism and, subject to the limitations contained in Program LU-5.3.1, possible changes to the commercial uses now permitted on the site may be needed.

■ Sphere of Influence Policies and Program Background

Marin County, the Marin County Open Space District, LAFCO, the utility districts, GGNRA and other agencies provide planning or project review for areas outside of the Sausalito corporate limits. It is the City of Sausalito's desire to review and comment on all projects within the area of interest designated on General Plan map GP-2.

Marin City

Multi-family land uses predominate in Marin City where the residential densities range from one to thirty units per acre. Marin City's Drake Avenue area is primarily residential with one commercial shop. The Marin City Community Plan and the Marin City Redevelopment Plan currently govern land use in Marin City. A master development plan application for Marin City was approved by Marin County on March 17, 1992 which permits a maximum of 370 dwelling units, 186,645 square feet of retail space, a multi-purpose community facility and associated open space and infrastructure. At least 40% of the housing units will be affordable to low and moderate income households. It also envisions improvements to the Waldo Interchange.

The City supports the proposed commercial and residential development of the "bowl area" and flea market site of Marin City. The City's vision of the remaining area of Marin City is to maintain the existing wide variety of housing opportunities, but not at the expense of losing the open spaces found along the ridgelines. The Marin City Community Plan calls these ridgelines "a key contributing factor to the self contained character of Marin City." The ridgelines also serve as an important buffer between the urban build out of Marin City and the Golden Gate National Recreation Area. Other important functions include providing wildlife habitat and zones of absorption and retention of precipitation.

While the City does not believe that development of these lands should be prevented, it does believe that preserving the natural and aesthetic integrity of the ridgelines is paramount. These lands should be developed by clustering development in order to maintain as much continuous open space as possible. Recognizing this desire, the City has designated these ridgeline lands as conservation zones. This designation does not prevent the development of the subject properties, but does call for special attention to the unique and special importance of preserving these lands.

Future development in Marin City must be planned so as not to exceed the capacity of the existing circulation system. The recently approved mixed use development will result in significant improvements to the Waldo Interchange. As discussed in the Circulation and Parking Background section, it is the City's position that the interchange will need to be completely rebuilt in the future to remove the substandard pillars which support US 101. Close monitoring of the operation of the interchange after development of the recently approved mixed use project will be needed. Land use decisions should be carefully coordinated with the interchange capacity, both in Sausalito and Marin City.

Shoreline

The Shoreline area is a commercial area located east of Highway 101 opposite the Stinson Beach/Highway 1 exit and south to the northern City limits. Land use issues in the area relate to the intensity of uses allowed on undeveloped parcels if undeveloped parcels are not obtained as open space. About 40% of the designated waterfront along Richardson Bay identified in the Marin Countywide Plan has been publicly acquired as open space. The City supports additional open space purchase of lands in this area. Future uses, if not in open space, should be consistent with the policies in the Marin Countywide Plan. Constraints of roadway traffic and peak hour capacity, combined with wetland and wildlife protection and the need for strong design controls to avoid view blocking development would be needed for this very visible area.

Manzanita

The Manzanita area is located on the west side of Highway 101. It is an important area for many of the surrounding communities as well as the City of Sausalito since it is the entryway to Tam Valley and Tam Junction as well as an entryway to Highway 1. Significant issues include protection of the wetlands on the east side and the hillside areas on the west side of Shoreline Highway.

There are few undeveloped parcels in the Manzanita area. The majority of the area, as seen on map GP 5, has been developed commercially or is in publicly owned open space. There is State owned land in this area that is used as a CalTrans storage yard as well as commuter parking. The City does not anticipate that the types of land uses which exist in this area will change during the term of this plan. The hillside behind the Fountain, Fireside Motels and the old Buckeye Restaurant represents the boundary between the Manzanita and the Marin City areas and has limited development potential under County zoning.

The Manzanita Green is an area along Richardson Bay shoreline which contains a number of underwater lots that were established as part of the original Steckler Pacific subdivision of the bayfront. Under current County zoning regulations these properties will remain as permanent open space. The Northern Pacific Railroad right-of-way which traverses the Manzanita Green is currently used as a section of the San Francisco Bay Trail, the multi-purpose pedestrian and bicycle path that connects Sausalito, Tamalpais Valley and Mill Valley. City policies support these land uses.

The boundary of the Sphere of Influence in this area has been the subject of discussion between LAFCO, Mill Valley and Sausalito. The Plan proposes that Manzanita be a part of the Sausalito Sphere of Influence and that discussions continue with LAFCO and Mill Valley representatives.

Golden Gate National Recreation Area

The Golden Gate National Recreation Area (GGNRA) forms the City's boundary on much of the west and south of the City. This National Recreation Area forms an excellent natural greenbelt, for the most part, defining the City and clearly separating it from its neighboring communities. The City intends to coordinate with GGNRA on an ongoing basis to resolve questions of watershed management, viewsheds, development of parcels adjacent to the Park and future park facilities and uses.

East Fort Baker

East Fort Baker is a historic district listed in the National Register of Historic Places. The setting and views are unique. In 1986, 12 historic buildings and 238 acres of land were transferred to the GGNRA by the Army. The remainder of the area is under Army jurisdiction. The transferred buildings were vacant and deteriorated, requiring extensive work for their preservation and adaptive use.

The GGNRA General Management Plan calls for a sandy beach backed by grass and trees, and the modification of Presidio Yacht Club into a day center, including eating space, comfort stations and rental sports equipment. East Fort Baker has also been considered an eventual staging area for the entire Marin Headlands. The planned use for the historic buildings bordering the parade ground is for a conference/seminar center and a hostel. The other buildings are proposed for classrooms, dormitories and work/play areas for education or recreation programs. The Bay Area Discovery Museum opened in several of the buildings in late 1990.

The Plan proposes that East Fort Baker be a part of the LAFCO defined Sausalito Sphere of Influence. However, prior to taking any formal action, the City will enter into discussions with LAFCO, GGNRA and US Army representatives.

Assuming that East Fort Baker will become a part of Sausalito's Sphere of Influence, the City would continue the policies and programs of the GGNRA General Management Plan in promoting this area as a recreational and educational area. The City has designated the area around Horseshoe Bay as Public Institutional. In designating this area as Public Institutional, it is the intent of the City to view the uses found in the area, i.e. the Bay Area Discovery Museum and Coast Guard Station, in the same manner in which the Bay Model in Sausalito is viewed. The City supports the complementary marine related and educational uses.

The majority of the lands located within East Fort Baker are to remain in open space. The existing military housing would remain and would be a prime candidate for low to moderate income housing.

■ Growth Management Background

Sewer Service

The Sausalito/Marin City Sanitary District (SMCSD) is responsible for the collection, treatment and disposal of waste water from nearly all of the City of Sausalito. (Wolfback Ridge disposes of waste water by private septic tanks). The type of waste water produced in Sausalito is primarily

residential and commercial sewage. There is some limited industrial sewage produced in the Marinship area.

Besides the City of Sausalito, the SMCSD provides sewage collection, treatment and disposal services to the unincorporated area of Marin City, the Tamalpais Community Services District, the Golden Gate National Recreation Area, and East Fort Baker. A combination of force mains and gravity sewers transports the sewage to the treatment plant, located just south of the City's southern boundary. In 1987, the sewage treatment plant was expanded from a primary treatment and disposal facility to a primary and secondary treatment facility. By permit, the plant capacity is 1.8 million gallons of sewage per day (mgd) during dry weather. During wet weather, the plant is permitted to process up to 5.5 mgd. The current sewage flow is approximately 1.3 to 1.4 mgd from the District's service area. This flow reflects the current drought conditions. Typical dry weather sewage flow is approximately 1.5 to 1.6 mgd, or 83 to 89 percent capacity of the plant.

Although the SMCSD facility is nearing capacity, the current SMCSD policy is to continue to accept new connections and expanded use by existing customers based on local approvals, so long as the plant capacity permits. Capacity will not be reserved for new projects. Permits will be issued by the SMCSD on a first-come first-served basis. The General Plan proposes to work with the SMCSD to develop a list of criteria that would identify those development proposals that would require the District's review prior to City action. For those projects that are deemed to require written documentation from the District, the City would send a referral letter to the District during the review period for project completeness.

The maintenance of the sewer mains is the joint responsibility of the SMCSD and the City of Sausalito with the bulk of the responsibility falling on the City and its property owners. The main trunk line is serviced by SMCSD. Maintenance of feeder lines from developed areas in town to the main trunk line is the responsibility of the City. Laterals from private structures to the City's feeder lines must be maintained by the private property owner.

The City has begun a comprehensive program to upgrade the sewer system through replacement or relining of existing sewer pipes throughout Sausalito. The program is scheduled to begin in 1993 and is expected to take a total of 15 to 20 years to complete. It is being funded by a sewer replacement surcharge on properties in the City.

The City has an ongoing maintenance program consisting of TV monitoring of the sewer lines to check for leaks and ground water infiltration. A sewer ordinance has been adopted by the City which requires upgrading of existing substandard lines when private property is developed.

Storm Drainage

The City's storm sewers have been found to be generally adequate. Repair and maintenance will be required throughout the life of the Plan. Currently such maintenance is funded through the City's General Fund. As a method of assuring funding for continued maintenance and rehabilitation of the storm drains, the City could consider adoption of a storm sewer maintenance fee to be collected from all property owners similar to the sewer replacement surcharge.

Water Supply and Distribution

With the exception of the Wolfback Ridge area, the City's domestic and commercial water service is supplied by the Marin Municipal Water District (MMWD). The main feeder system for the City of Sausalito is a transmission pipeline located under Bridgeway.

MMWD's historical water usage within the entire MMWD jurisdiction for the past twenty-five to thirty years has varied during normal years from a low of approximately 23,000 acre feet to a high demand of 33,000 acre feet in 1987. The District's potable water commitments, including services awarded since 1987 and presently unused commitments, total about 35,000 acre feet a year.

In March of 1993, the Marin Municipal Water District signed an agreement with the Sonoma County Water Agency (SCWA) to obtain additional water sources from SCWA. This agreement was signed after the voters of Marin County passed Measure V in November, 1992. This process was brought to bear due to the continuance of a six year drought, and the operational deficit of MMWD. With the new source of water becoming available to MMWD, the District's water service connection moratorium was lifted in March, 1993. MMWD's purchase agreement with SCWA is in compliance with MMWD's recently adopted Water Supply Master Plan.

Over the life of the General Plan, it is possible that drought conditions will return to the MMWD service area. It is also possible that growth within the MMWD service area may place unforeseen demands on the availability of new water services. Based on these two assumptions, it is possible that, in the future, water service may not be readily available. In order to announce any potential water service problems early in the development proposal process, The General Plan calls for the City to work with MMWD to establish a list of criteria specifying which type of development proposals that would necessitate MMWD review. For those projects that are deemed to require written documentation from the District, the City would send a referral letter to the District during the review period for project completeness.

In order to promote wise and efficient water consumption, the City will continue to support MMWD in its efforts to promote the planting of drought tolerant landscaping and the minimization of water intensive landscaping such as turf. To reduce the City's consumption of drinking quality water, the City will explore the use of reclaimed water to water the landscaping found along the median strips and parks.

Pacific Gas and Electric

The PG&E reports that it will be able to supply adequate electricity and gas to Sausalito and the surrounding areas in the future. New buildings in the State are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. The state allows developers to comply with the standards by incorporating design features into a building, by using nondepletable energy resources, or by demonstrating that the building would consume no more than a specified quantity of energy. Documentation showing compliance with these standards is submitted with the application for the building permit, and the standards are enforced by the Building Official.

The City of Sausalito is entitled to approximately \$65,000 annually from PG&E for its undergrounding program. Normally it is necessary to accumulate funding from several years allocation in order to fund a specific underground project. In addition, the City requires the undergrounding of electrical lines when either new electric services are planned as in new construction, or when there is a change in electric service. At present, PG&E estimates that approximately 8 miles, or 30%, of its circuits are underground, and undergrounding costs tend to range from \$900,000 to \$1,200,000 per mile.

Fire Service

There are two (2) fire stations located in the City. The main station is located across Caledonia Street from the Police Station. Fire Station #1 shares the same parking problem as the Police Station in that there are not enough parking spaces for both visitors and employees. The general space needs of the Fire Department at Station #1 have been met through a series of expansions and improvements over the years. Station #2 is located on Spencer Avenue near the interchange with Highway 101. It is this station that provides fire protection for the uphill areas of Sausalito.

With the assumption of very limited growth and no major annexations planned for the next twenty years, the Fire Department does not anticipate the need for any further space or additional stations. However, the City is the only agency, outside of the Coast Guard stationed at East Fort Baker, that provides fire protection for the waterfront areas of the City as well as the entire Richardson Bay area. The City's Fire Department is equipped with a boat that has fire fighting capabilities and an air-boat for rescue purposes.

Police Service

The Sausalito Police Department, located at the corner of Caledonia and Johnson Streets, is generally considered to be adequate in size although remodeling has been found to be necessary for both basic work productivity improvements and seismic upgrading. As a major part of the City's first line of defense in case of earthquakes or other disasters, it is important for the Police Station to be capable of functioning at all times. As an ongoing program, the City will continue to include the remodeling of the Police station in its annual Capital Improvements Program (CIP) budget with the priority going towards the seismic retro-fitting of the building.

While the Police Station is now conveniently located between and adjacent to both Downtown and Caledonia Street shopping districts, it has been found that the Police Department could function just as well from headquarters anywhere in Sausalito, since most of the officers are on the street and out of patrol cars. In any event, adequate visitor and employee parking is a continuing problem at the present site. Assuming no major annexations in the next twenty years, no additional police personnel, other than those authorized in the mid to late 1980's, is anticipated.

Library Services

The Sausalito Public Library is located at the Civic Center on Caledonia and Litho Streets. Currently open for 48 hours a week, it provides one of the most highly used public services in Sausalito. Personal service is expected and provided by four full-time employees. The Sausalito library is also used by residents of southern Marin County due to the greater number of open hours than branch County libraries and the research services provided. The library is tied into

the Countywide system for access to a large supply of materials. Storage of materials is expected to be a problem before long, even with computer storage of certain materials. A review of the Library's space allocation within the Civic Center may be appropriate, given the intense use of its facilities.

Public Schools

Sausalito is served by two public school districts. Bayside/Martin Luther King school and North Bay School in Marin City are Kindergarten through 8th grade schools under Sausalito School District jurisdiction. Tamalpais High School (grades 9 through 12) in Mill Valley serves students of Sausalito and is under Tamalpais Union High School District jurisdiction. Alternative public schools for students with special learning needs are available at Mewah Mountain and San Andreas Schools in Larkspur (grades 9 through 12).

Bayside/Martin Luther King school had an enrollment of 285 children at the end of the 1991-92 school year. The campus has a capacity of 400 children. The current enrollment reflects the average enrollment for the school. The school district is anticipating that the enrollment will increase over the next several years, but not significantly.

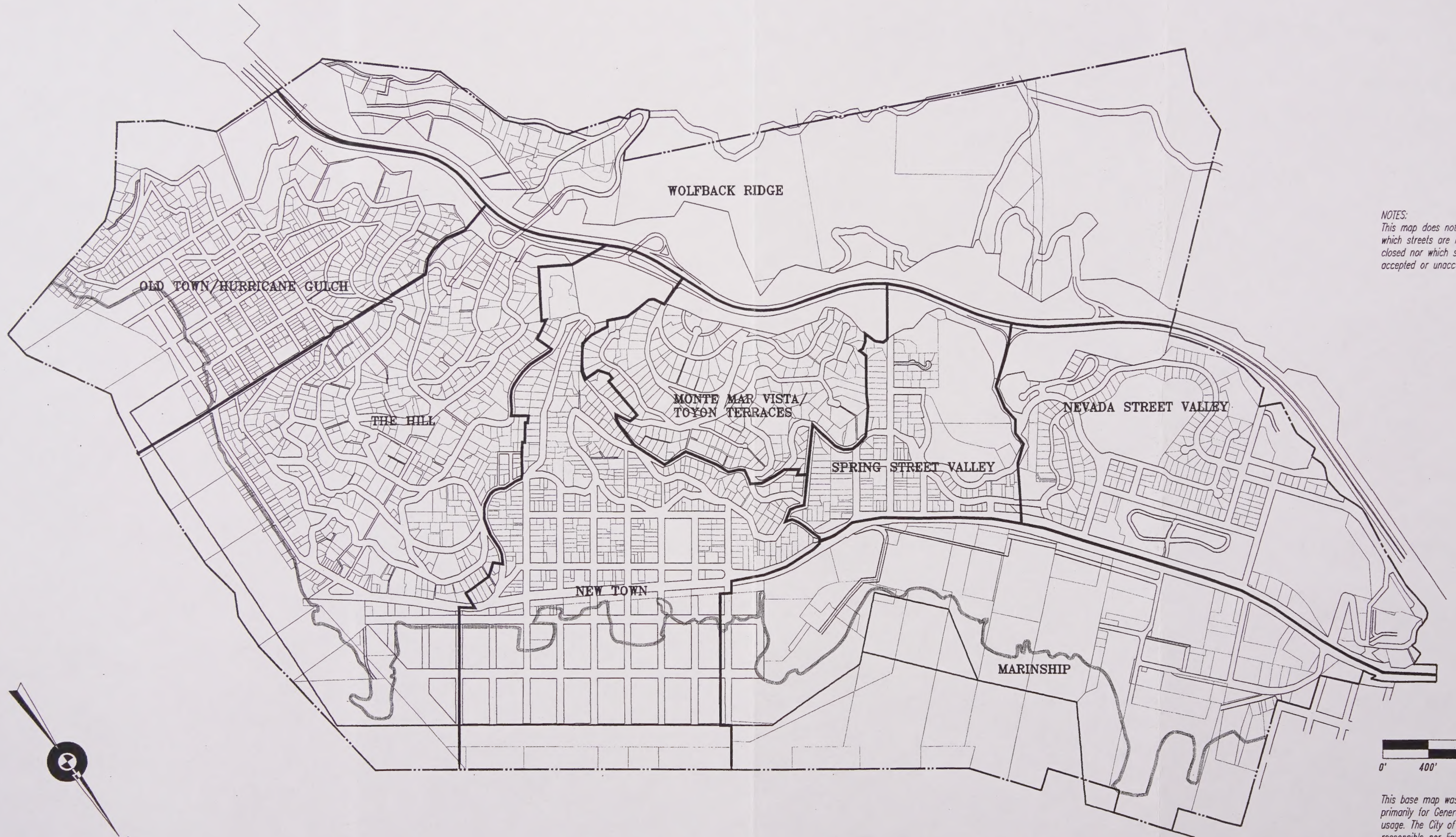
Tamalpais High school is the public high school serving the Sausalito area. The school had an 826 student population at the start of the 1992-93 school year. Seventeen and a half percent (17.5%) of the school population, 144 students, are from Sausalito planning area. These numbers include the Marin City and Shoreline areas. The campus has a teaching capacity of 1,200 students, although approximately 2,200 students were accommodated at one time in the past. The school district has experienced an average decline in the student population of eight percent (8%) during the 1990-1992 school years. The district's student population projections have indicated that this trend has reversed and an increase of approximately five percent (5%) can be expected over the next five years.

The Tamalpais High School campus is one of the oldest facilities in Marin County and is in need of rehabilitation. The school district is in the process of evaluating the existing condition of the facility and the projected student population increase in order to determine what improvements are needed.

Solid Waste Disposal

Sausalito is currently under contract with Bay Cities Refuse to collect and dispose of the City's refuse and recycling. The solid waste generated in Sausalito is disposed at the Redwood Sanitary landfill located north of Novato near the County line. Currently, the landfill accepts 650 tons of solid waste from Marin County per day.

Recycling programs are mandatory in all jurisdictions in California pursuant to AB 939. Pursuant to this state law all cities in Marin County are required to reduce solid waste generation by 25 percent by 1995 and 50 percent by 2000. The City's new recycling program started in July of 1992. By the end of 1993, the City was diverting 23.1 percent of its solid waste by recycling. Bay Cities anticipates that the City will meet the goal of 25 percent reduction by 1995.

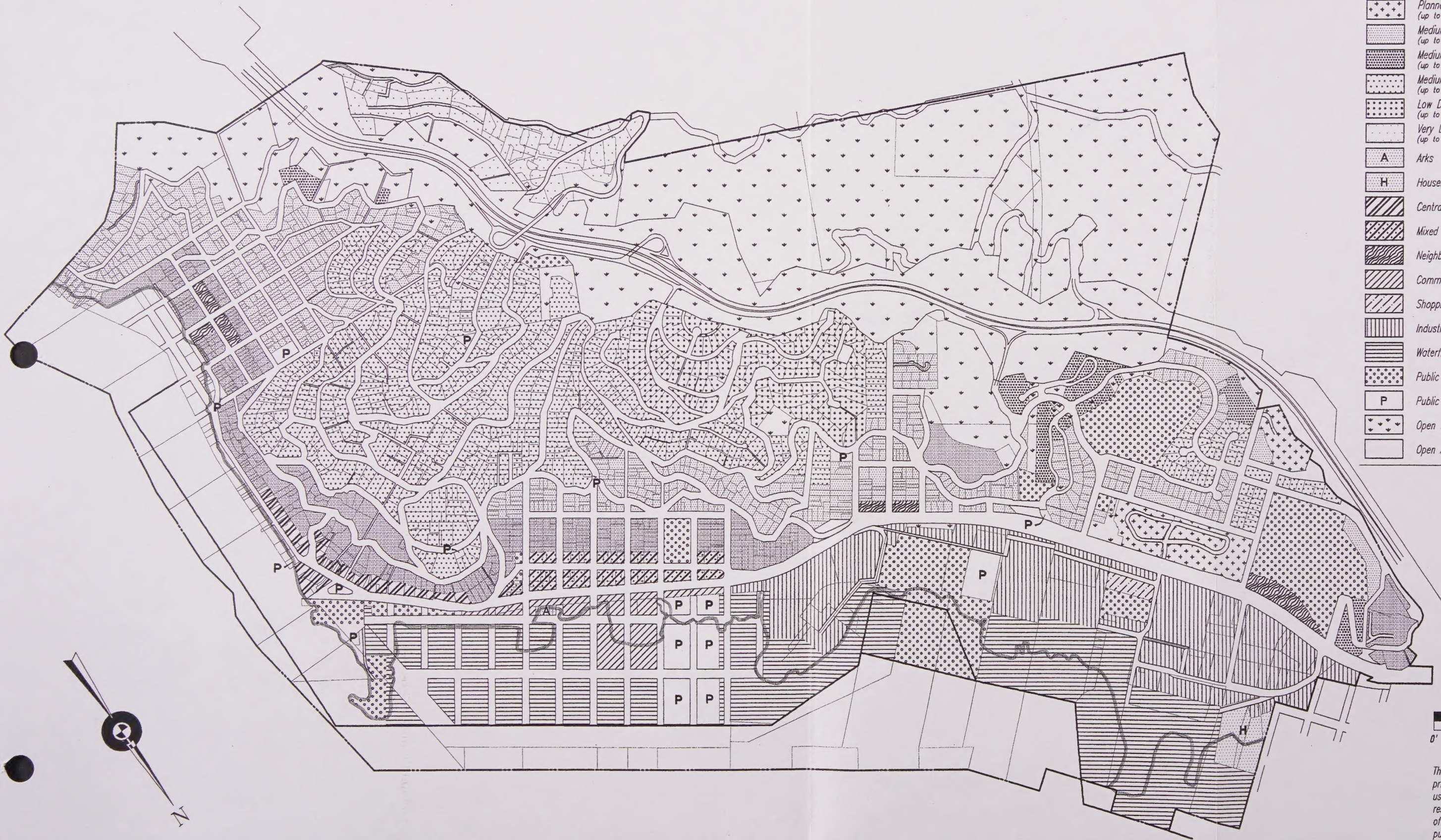


NOTES:
This map does not purport to show which streets are legally open or closed nor which streets are legally accepted or unaccepted.

This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.

LEGEND

	High Density Residential (up to 29 dwelling units per acre)
	Planned Development Residential (up to 22.3 dwelling units per acre)
	Medium High Density Residential (up to 17.4 dwelling units per acre)
	Medium Density Residential (up to 8.7 dwelling units per acre)
	Medium Low Density Residential (up to 7.3 dwelling units per acre)
	Low Density Residential (up to 5.4 dwelling units per acre)
	Very Low Density Residential (up to 2.2 dwelling units per acre)
	Arks
	Houseboats
	Central Commercial
	Mixed Residential & Commercial
	Neighborhood Commercial
	Commercial Waterfront
	Shopping Center
	Industrial
	Waterfront
	Public-Institutional
	Public Parks
	Open Space
	Open Area



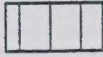
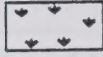
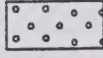
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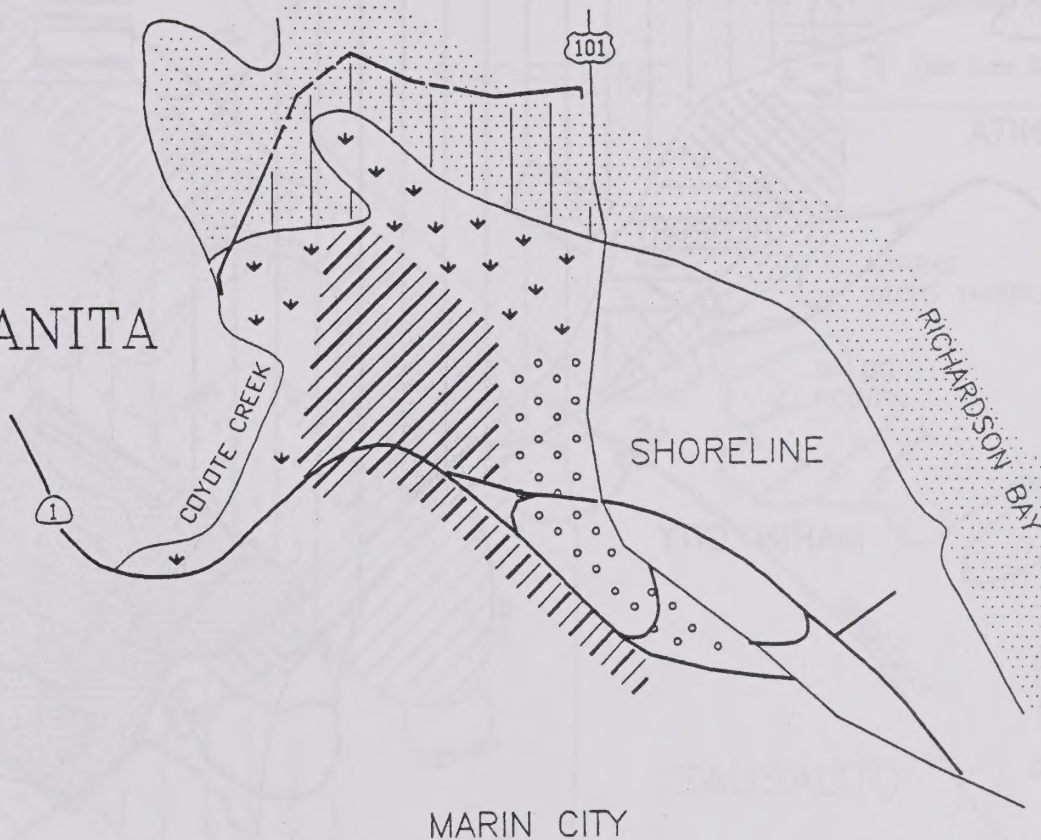


SPHERE OF INFLUENCE - MANZANITA
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

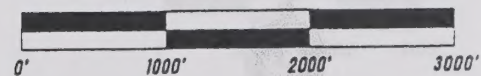
	General Commercial
	Open Area
	Open Space
	Public Institutional

MANZANITA



MARIN CITY

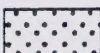
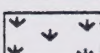
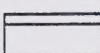
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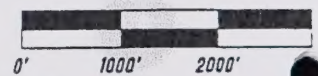
This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.

SPHERE OF INFLUENCE - SHORELINE
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

	Conservation
	General Commercial
	Houseboats
	Public Institutional
	Open Area
	Open Space
	Waterfront

SHORELINE

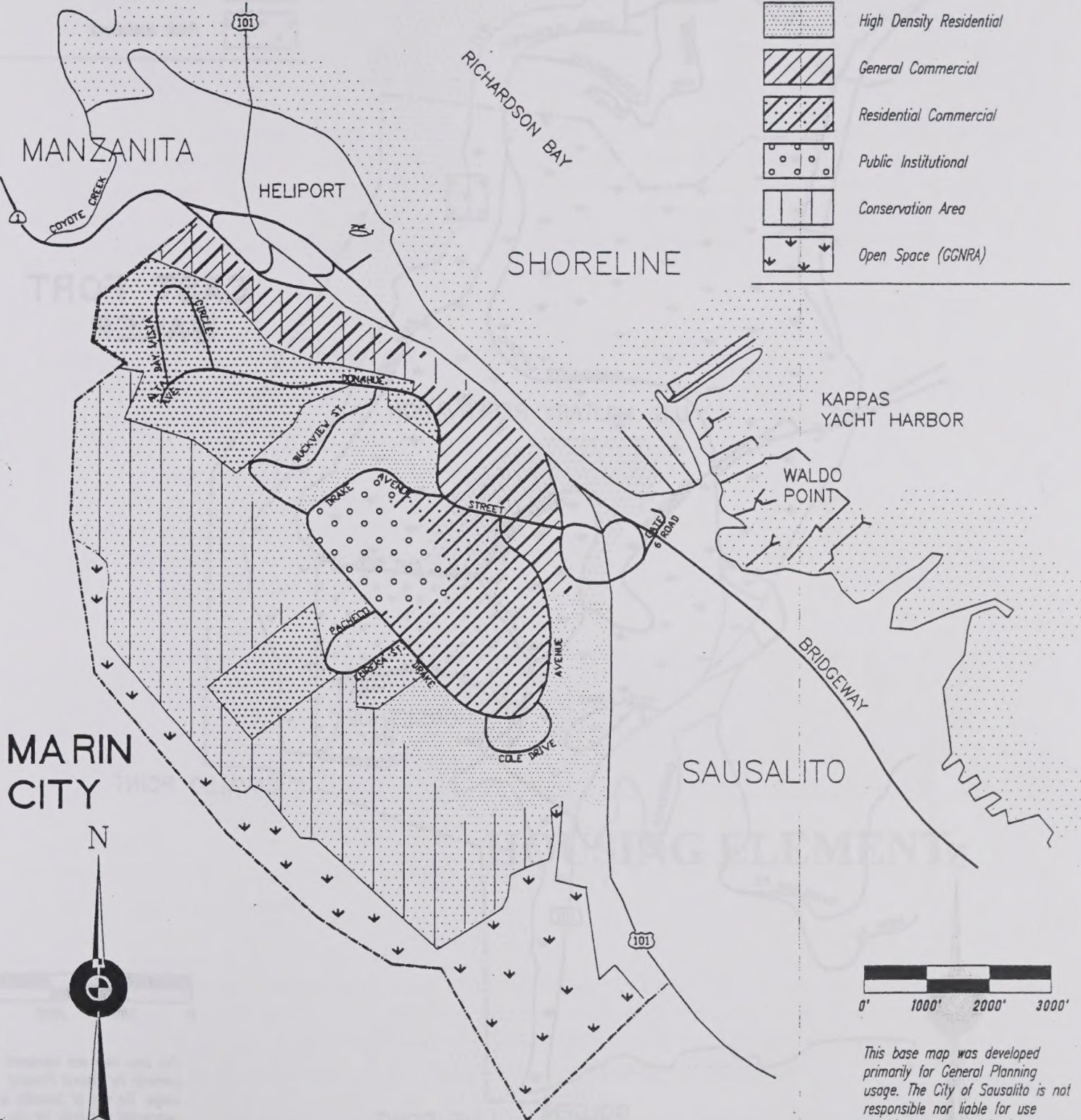


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SPHERE OF INFLUENCE - MARIN CITY
CITY OF SAUSALITO - GENERAL PLAN

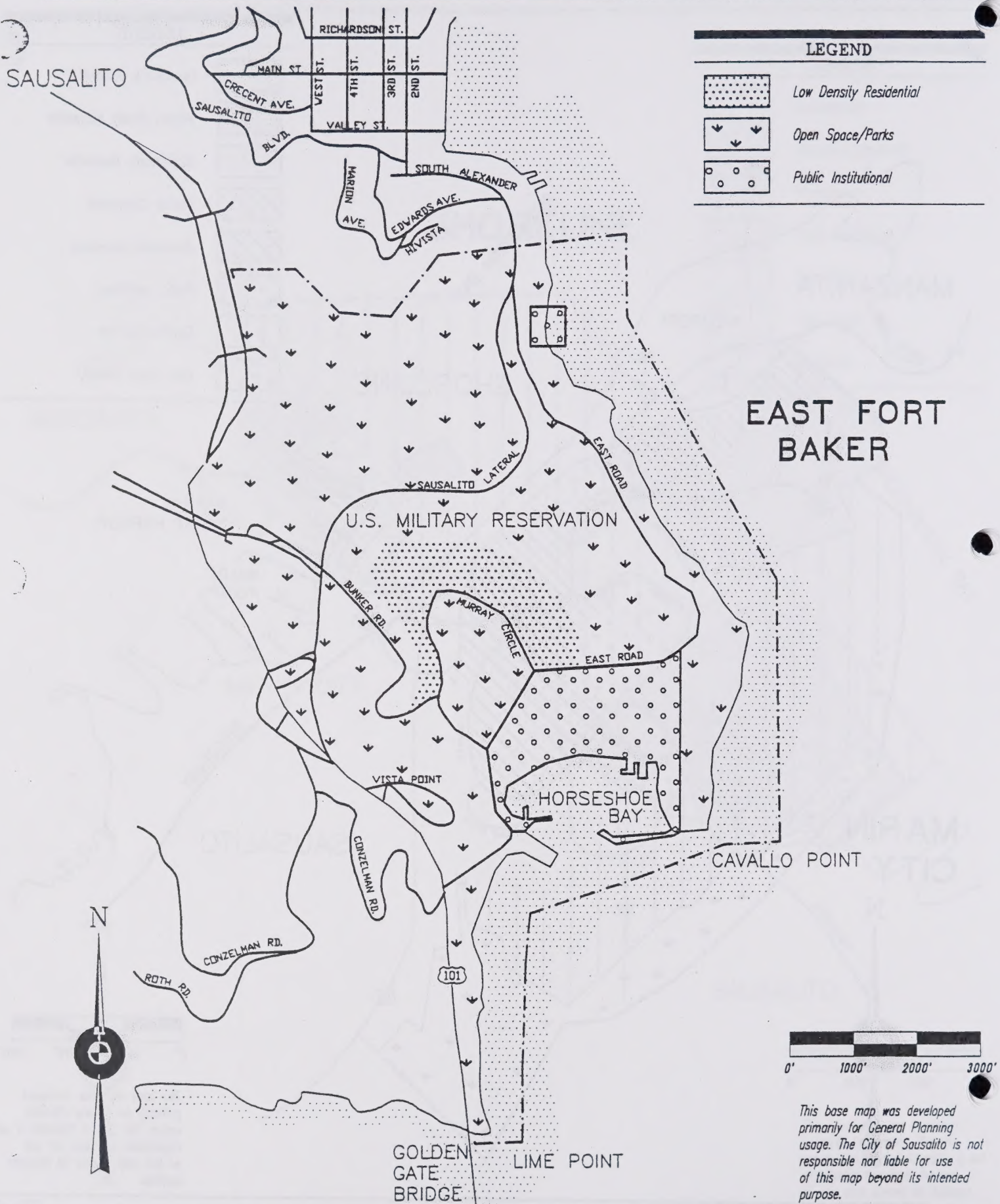
LEGEND

	Low Density Residential
	Medium Density Residential
	High Density Residential
	General Commercial
	Residential Commercial
	Public Institutional
	Conservation Area
	Open Space (GGNRA)



This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.

SPHERE OF INFLUENCE - EAST FORT BAKER CITY OF SAUSALITO - GENERAL PLAN



HOUSING ELEMENT

Section 2.1

INTRODUCTION AND PURPOSE

San Jose's housing needs are reflective of many nationwide and state-wide trends. People are living longer, having more children and leaving earlier households. There are more women, more single-parent households, especially those with a female head of household, and more single-person households. Higher education and land costs have increased the absolute price of housing out of proportion to many people's ability to pay.

The City's housing policies envision housing to respond to these changing conditions. They are directed at increasing the diversity of housing groups which actively reside in the community. They recognize the importance of planning for new and replacement housing in a manner which provides suitable housing choices and for many physical environments that meet, including many types, numerous quality conditions, and diverse, working spaces with limited mobility.

Section 2.2

OBJECTIVES, POLICIES AND PROGRAMS

The Housing Element presents the City's objectives, policies and implementing programs for a housing future. The issues covered within elements are grouped by the following objectives:

- 1.1 Provide Active City Participation in Addressing Housing Needs
- 1.2 Provide an Adequate Supply of Housing
- 1.3 Increase the Supply of Affordable Housing
- 1.4 Meet the Special Housing Needs of the Community
- 1.5 Preserve the Existing Housing Stock

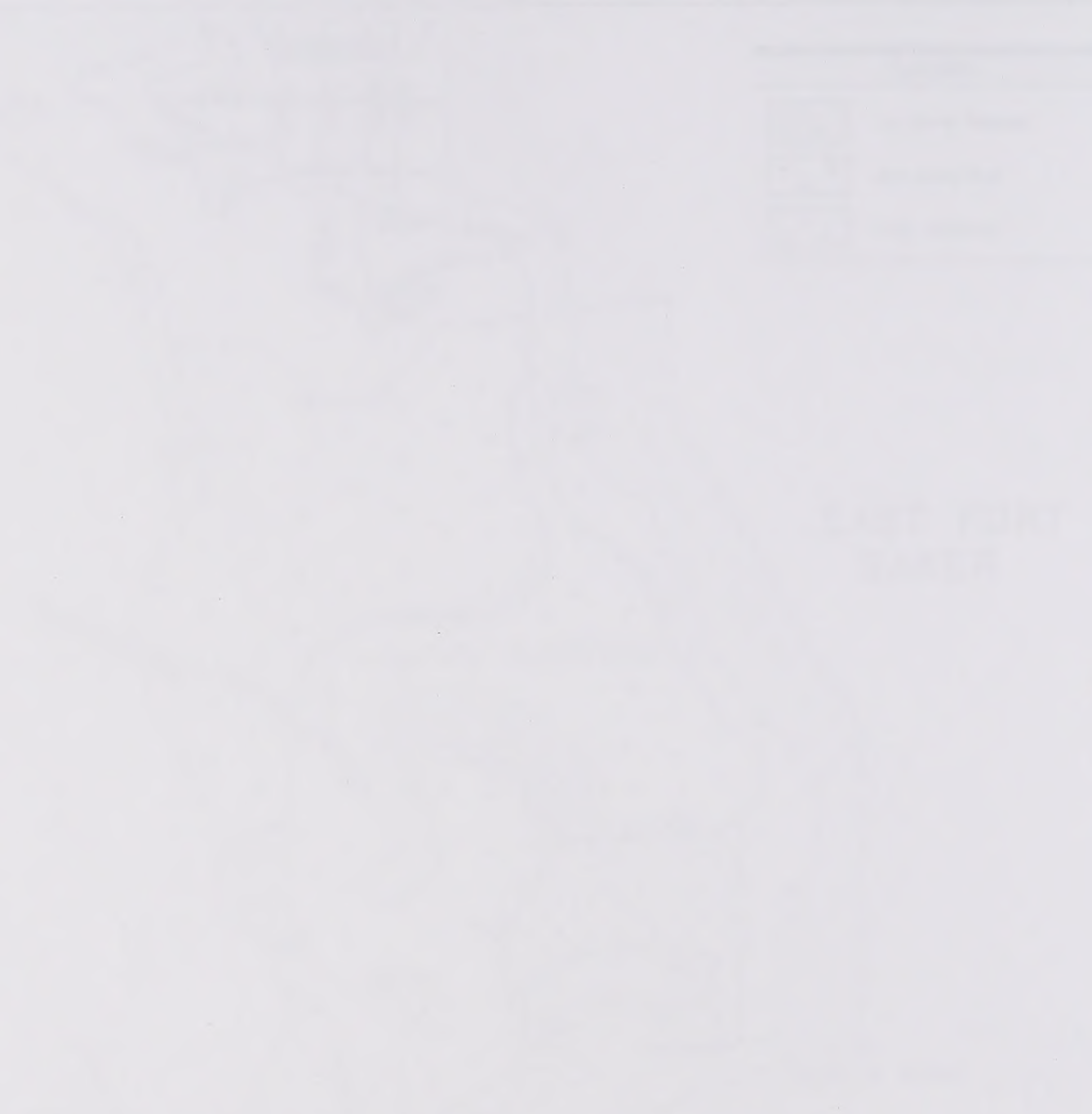
The City's Housing Element is a policy document that provides a framework for the City's housing policies and programs. It is a living document that will be updated as the City's housing needs and policies evolve. The City's Housing Element is a key component of the City's overall planning and development process. It provides a clear and concise statement of the City's housing goals and objectives, and it serves as a guide for the City's housing policies and programs. The City's Housing Element is a living document that will be updated as the City's housing needs and policies evolve. The City's Housing Element is a key component of the City's overall planning and development process. It provides a clear and concise statement of the City's housing goals and objectives, and it serves as a guide for the City's housing policies and programs.

Section 2.3

Housing Goals. The City's housing goals are to provide a diverse and adequate supply of housing for all residents, to increase the supply of affordable housing, to meet the special housing needs of the community, and to preserve the existing housing stock.

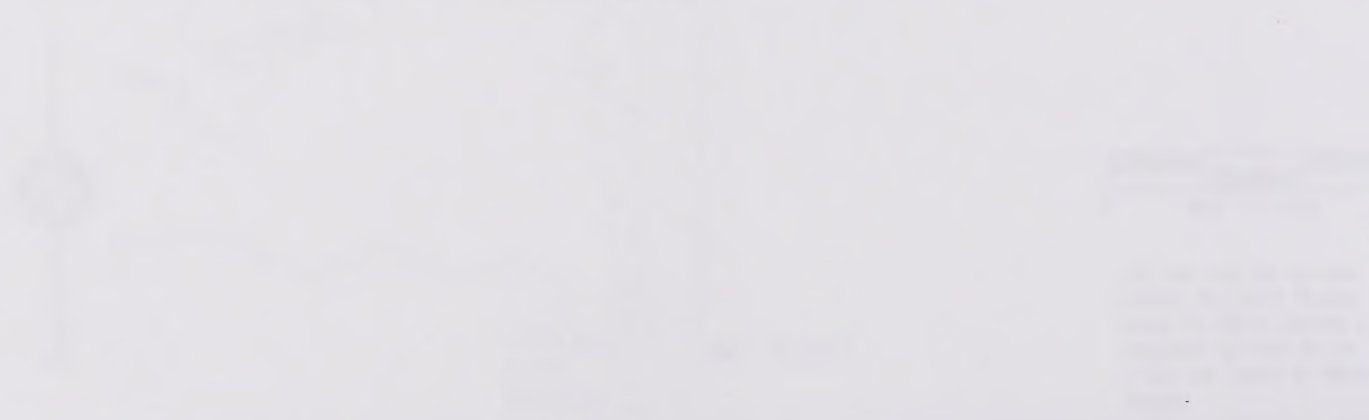
Section 2.3.1

City's Housing Monitoring. Monitor housing progress against as described in the background section of the Housing Element and submit a report to the City Council at least bi-annually with a request for the City and other agency administrators to monitor housing objectives and which addressed the bi-annual update.



EAST FORT
BANK

HOESING ELEMENT



HOUSING ELEMENT

Section 3.1

INTRODUCTION AND PURPOSE

Sausalito's housing needs are reflective of many area-wide and nation-wide trends. People are living longer, having fewer children and forming smaller households. There are more divorces, more single-parent households, especially those with a female head of household, and more single-person households. Higher construction and land costs have increased the ultimate price of housing out of proportion to many people's ability to pay.

The City's housing policies promote housing to respond to these changing conditions. They are directed at maintaining the diversity of income groups which currently reside in the community. They recognize the importance of planning for new and replacement housing in a manner which considers existing community character and the many physical constraints that exist, including steep slopes, hazardous geologic conditions, and narrow, winding streets with limited capacity.

Section 3.2

OBJECTIVES, POLICIES AND PROGRAMS

The Housing Element presents the City's objectives, policies and implementing programs for housing issues. The issues covered in this element are grouped by the following objectives:

- 1.0 *Provide Active City Participation in Meeting Housing Needs*
- 2.0 *Provide an Adequate Supply of Housing*
- 3.0 *Increase the Supply of Affordable Housing*
- 4.0 *Meet the Special Housing Needs in the Community*
- 5.0 *Preserve the Existing Housing Stock*

Objective H-1.0

Provide Active City Participation in Meeting Housing Needs. Ensure accountability and success of Housing Element programs by taking an active leadership role in implementing housing policies and programs, encouraging public review and participation in housing matters and taking action when needed to eliminate discrimination in the local housing market.

■ Policy H-1.1

Housing Goals. Facilitate the achievement of Housing Element objectives and policies by establishing realistic goals.

Program H-1.1.1

Housing Program Monitoring. Monitor housing program targets as described in the Background section of the Housing Element and submit a report to the City Council as may be required which outlines the City and other agency achievements in meeting stated housing objectives and which recommend needed additional actions.

Program H-1.1.2

ABAG Housing Needs. Review and comment on ABAG's draft Housing Needs Determinations numbers to assure that the numbers are reflective of the City's development capabilities.

Program H-1.1.3

Housing Element Update. Periodically update the Housing Element as appropriate to incorporate updated ABAG Housing Needs Determinations, consistent with State Law requirements.

■ **Policy H-1.2**

Implementation of Housing Programs. Establish local mechanisms to facilitate implementation of the programs identified in the City's Housing Element.

Program H-1.2.1

Housing Committee. Establish a Housing Committee to assist in implementing the City's Housing Element programs.

■ **Policy H-1.3**

Public Participation. Encourage and support public participation from the community in the formulation and implementation of City housing objectives, policies and programs.

Program H-1.3.1

Resident Outreach. Conduct special outreach to all resident groups through targeted mailings and public meetings at the onset of future Housing Element updates.

■ **Policy H-1.4**

Fair Housing. Promote fair housing opportunities for all people.

Program H-1.4.1

Fair Housing Information. Continue to provide public information on fair housing laws and state and federal anti-discrimination laws and to refer all complaints to the appropriate agency, as follows:

- a. Refer discrimination complaints to Marin Mediation Services or its equivalent service.
- b. Have fair housing pamphlets available at City Hall to provide to citizens on demand.
- c. Have the Housing Committee write periodic news releases/articles to be published in the local newspaper.
- d. Establish a City contact person in the Community Development Department for Countywide groups concerned with discrimination.

■ Policy H-1.5

Housing Assistance Information. Provide information on sources of housing assistance from Government agencies to private developers and to the public.

Program H-1.5.1

Housing Assistance Information. *Maintain a current file of available housing agencies and other housing related services at City Hall*

Objective H-2.0

Provide an Adequate Supply of Housing. *Maintain an adequate supply of housing that provides a diverse range of housing choices.*

■ Policy H-2.1

Housing Objectives. Strive to achieve Sausalito's objective of 85 units between 1988 and 1997, with 34 units available to low and moderate income households within the City Limits.

Program H-2.1.1

Development Applications. *Continue to review and process development applications to meet Sausalito's fair share of regional housing needs.*

■ Policy H-2.2

Residential/Commercial. Retain existing and encourage new residential units in the Downtown and the Caledonia Street commercial areas.

Program H-2.2.1

Contact CR and CN Property Owners. *Include contact of all property owners in the CR and CN zones to promote 2nd level residential uses in the list of tasks for the Housing Committee.*

Program H-2.2.2

Zoning Ordinance (Shared Parking). *Amend the zoning ordinance to allow shared parking for residential and commercial uses on the same lot.*

Program H-2.2.3

Zoning Ordinance (Caledonia Area). *Revise the current zoning district name in the Caledonia Street area to reflect the intended mix of residential and local/resident serving commercial uses.*

Program H-2.2.4

Street Level Uses. *Amend the zoning ordinance to require that commercial parcels locate local/resident serving retail and service outlets at the street level.*

Program H-2.2.5

Traffic Initiative. *Continue to implement the objectives of the 1985 Traffic Initiative pertaining to the prohibition against conversion of existing residential uses to commercial uses.*

Program H-2.2.6

Above Street Level Commercial Uses. *Amend the zoning ordinance to require that commercial properties have residential uses on all levels above the street unless commercial uses are permitted by a Conditional Use Permit.*

■ **Policy H-2.3**

Existing Second Units. Maintain affordable housing stock while preserving the basic density and character of single family areas.

Program H-2.3.1

Second Unit Ordinance (Existing Units). *Adopt an ordinance for legalizing existing second units where prescribed standards, elaborated in the Background section of this Plan, can be met.*

Program H-2.3.2

Safe and Affordable Second Units. *Undertake an enforcement and abatement program of existing second units that do not meet the minimum health and safety standards.*

Program H-2.3.3

Standards Incentives. *Include provisions in the ordinance for existing second units which permit exceptions from the prescribed standards if rents are affordable to households earning less than 80% of median for the area.*

■ **Policy H-2.4**

New Second Units. Consider allowing new second units in single family areas of the City where prescribed standards can be met. In that analysis, prime consideration should be given to the creation of additional affordable housing as balanced by the actual increase in density that would result from the second unit legalization ordinance and the expected increase in density resulting from a new second unit ordinance.

Program H-2.4.1

Second Unit Ordinance (New Units). *Adopt a Second Unit Ordinance for new second units which acknowledges specific neighborhood conditions and concerns if it is found to be appropriate based on an analysis of the impact of legalizing existing second units.*

Program H-2.4.2

Information on Affordable Construction. *Include public information releases which promote the construction of affordable second units in the list of tasks for the Housing Committee in areas where new second units are found to be appropriate.*

■ Policy H-2.5

Liveaboard Housing. Recognize the existence of liveaboard boats in recreational marinas.

Program H-2.5.1

Liveaboard Zoning. Amend the Zoning Ordinance to permit marina management to allow up to 10% of berths in all recreational marinas to be occupied by liveaboards.

■ Policy H-2.6

Manufactured Housing. Recognize manufactured housing as a viable housing type and allow the installation of manufactured housing on permanent foundations subject to the same design considerations which apply to site built housing and consistent with State law requirements.

Program H-2.6.1

Building and Development Codes. Review building and development codes to assure safety considerations are addressed if a proposal is received.

Objective H-3.0

Increase the Supply of Affordable Housing. Maintain and increase the supply of low and moderate income housing in the community.

■ Policy H-3.1

Non-Profit Housing Projects. Encourage non-profit affordable housing project sponsors in efforts to acquire and renovate existing multi-family structures, in the building of new housing or in mixed use projects.

Program H-3.1.1

Technical Assistance. Provide technical assistance in project processing and City regulations.

Program H-3.1.2

Non-Profit Project Funding. Contact non-profit affordable housing sponsors in Marin County and inform them of the City Staff's and the Housing committee's availability in helping to identify funding sources for rental and for-sale affordable housing including the possibility of equity sharing with the City, as well as assisting non-profits in establishing public-private partnerships.

■ Policy H-3.2

Expedited Processing. Expedite processing and reduce or subsidize fees for projects which provide at least 15% of the total proposed housing units as low and moderate income housing units available for 40 years or as long as legally possible.

Program H-3.2.1

Fee Schedule. Develop a fee schedule based on the number of affordable units provided and the level of affordability of those units.

■ Policy H-3.3

Housing Opportunity Sites. Seek out potential housing opportunity sites where lower cost housing can be maintained or developed.

Program H-3.3.1

Housing Committee Review of Potential Sites. Establish as an ongoing responsibility of the Housing Committee (see Program H-1.2.1) the review and assessment of potential housing opportunity sites that can meet the City's housing needs.

Program H-3.3.2

Donation of Property. Establish an education program to inform residents of the City's Donation of Property program as a first task of the Housing Committee to be appointed immediately after the adoption of the 1995 General Plan.

■ Policy H-3.4

Innovative Housing Design. Encourage innovative approaches in the design of low and moderate income housing units that reduce costs or meets the needs of special groups.

Program H-3.4.1

Work with Non-Profits. Establish a liaison in the Community Development with the Housing Committee and non-profits active in Marin County to make them aware of opportunities for innovative housing which arise through land use changes in the City.

■ Policy H-3.5

Density Bonus. Provide the opportunity for density bonuses or other incentives for low and moderate income housing consistent with California Government Code sections 65915 to 65918.

Program H-3.5.1

Density Bonus Zoning. Amend the zoning ordinance to include criteria for implementing the density bonus program as described in the background section of this housing element.

■ Policy H-3.6

Eligibility Priorities. Consistent with State and Federal fair housing laws, establish eligibility priorities for inclusionary housing units which emphasize people working in the City of Sausalito, seniors and the physically disabled.

Program H-3.6.1

Eligibility Guidelines. Develop Eligibility Guidelines based on the established priorities.

■ Policy H-3.7

Purchase Assistance. Support and take maximum advantage of Federal, State, and local housing purchase assistance programs for very low, low, and moderate first-time income home buyers.

Program H-3.7.1

Housing Authority Programs. *Continue to participate in the Marin County Housing Authority Mortgage Credit Certificate Program.*

■ **Policy H-3.8**

Rental Assistance. Support and take maximum advantage of Federal, State, and local rental housing assistance programs for very low and low income households.

Program H-3.8.1

Housing Authority Programs. *Continue to work with the Marin County Housing Authority to ensure full use of the Section 8 and Project Independence rental assistance programs in Sausalito.*

Program H-3.8.2

Rebate for Marin Renters. *Continue to contribute to the Rebate for Marin Renters program at a level which maintains the average contribution over the past five years.*

■ **Policy H-3.9**

Condominiums. Encourage the retention of single family homes in the City and enhance the availability of rental units to low and moderate income and senior citizen tenants by controlling condominium conversions and construction.

Program H-3.9.1

Conversion Ordinance-Tenant Considerations. *Amend the zoning ordinance to require maintenance of adequate rental stock and special considerations for senior citizen and low and moderate income tenants for all condominium conversions.*

Program H-3.9.2

Conversion Ordinance-Bulk Regulations. *Amend the zoning ordinance to provide some flexibility in waiving bulk regulations (height, setbacks, floor area and coverage) in the CUP process, while continuing to meet all other current City requirements.*

Program H-3.9.3

New Condominiums. *Encourage new condominium construction where there is clear beneficial joint or multiple use of property and discourage such construction where condominiums are simply a device for effective "de facto" lot splitting.*

■ **Policy H-3.10**

Relocation Assistance. Require that relocation assistance be provided to low and moderate income households when private redevelopment of land occurs.

Program H-3.10.1

Relocation Ordinance. *Develop an ordinance amendment which requires relocation assistance.*

■ Policy H-3.11

Potential Governmental Constraints to Housing. Remove governmentally imposed constraints to the provision of housing.

Program H-3.11.1

Zoning Ordinance (Residential CUP). Amend the zoning ordinance to eliminate the requirement for a conditional use permit for projects which propose more than 3 residential dwelling units in the high density area.

Objective H-4.0

Meet the Special Housing Needs in the Community. Provide housing that addresses the special housing needs of senior citizens, the disabled, the homeless, female head of household and large families.

■ Policy H-4.1

Senior Housing. Encourage programs which increase housing opportunities for senior citizens in Sausalito.

Program H-4.1.1

New Senior Housing. Help identify housing resources through the Housing Committee and a liaison in the Community Development Department. Specifically, when approached by community groups for new senior housing, the Housing Committee could assist by reviewing real estate publications to identify potential properties that are on the market and review City property files for specific site details (building suitability). Other related program include identifying local, state or federal funding assistance programs.

Program H-4.1.2

Residential Care/Skilled Nursing Facilities. Amend the zoning ordinance to include criteria for the provision of residential care and skilled nursing facilities for seniors, including the appropriate measure of density and other development standards.

Program H-4.1.3

Senior Housing Information. Continue to direct seniors to programs and housing opportunities provided by Countywide agencies and other Cities in Marin.

■ Policy H-4.2

Single Parents and Large Families. Encourage housing that meets the special needs of low and moderate income single parents and large families of 5 or more persons.

Program H-4.2.1

New Family Housing. *Help identify housing resources through the Housing Committee and a liaison in the Community Development Department. Specifically, when approached by community groups for new family housing, the Housing Committee could assist by reviewing real estate publications to identify potential properties that are on the market and review City property files for specific site details (building suitability). Other related program include identifying local, state or federal funding assistance programs.*

■ **Policy H-4.3**

Disabled Persons. Encourage the development of housing accessible to disabled persons.

Program H-4.3.1

Building Code. *Continue to enforce State and Federal building code requirements for accessibility of newly constructed housing.*

Program H-4.3.2

Rehabilitation Accessibility. *Continue to refer eligible residents who wish to rehabilitate existing homes to the Marin County Rehabilitation Loan program.*

Program H-4.3.3

Project Independence. *Continue to work with the Marin County Housing Authority to ensure full use of rental assistance programs in Sausalito.*

■ **Policy H-4.4**

Housing for the Homeless. Support efforts to provide temporary shelter to homeless persons.

Program H-4.4.1

County Homeless Programs. *Continue to participate in the Countywide Homeless Working Group in preparing and implementing recommendations to the Board of Supervisors, other appointed bodies and municipalities regarding plans for providing emergency housing, halfway houses and homes with supervised care.*

Program H-4.4.2

Local Support Services. *Establish the task of coordinating with existing local service organizations, especially churches, to provide assistance to the homeless as one of the responsibilities of the Housing Committee.*

Program H-4.4.3

Zoning Ordinance (Homeless Shelters). *Amend the zoning ordinance to provide for Homeless Shelters as a permitted use in the Commercial Residential and Neighborhood Commercial zones; Transitional Housing for 6 or fewer persons as a conditionally permitted use in all single family areas as a small group home, and Transitional Housing for more than 6 persons as a conditionally permitted use in the R-3, R-2-2.5, and R-2-5 zones.*

■ Policy H-4.5

Neighborhood Outreach. Encourage early communication between neighborhood residents and providers of permanent or temporary emergency shelters and residential care facilities.

Program H-4.5.1

Outreach Programs. Assist providers or sponsors of emergency shelters, transitional housing programs and community care facilities to establish outreach programs within the affected neighborhoods.

Objective H-5.0

Preserve the Existing Housing Stock. Preserve the useful economic and shelter life of the existing housing stock.

■ Policy H-5.1

Existing Housing Quality. Maintain the quality and safety of the existing housing stock.

Program H-5.1.1

Code Enforcement. Investigate complaints and take appropriate action on Zoning, Building and Housing Code violations.

Program H-5.1.2

Resale Inspections. Consider establishing regulations for a self-supporting program to require inspection of all residential properties for compliance with building, zoning and housing codes at the time of sale.

■ Policy H-5.2

Rehabilitation Loans. Continue to support and encourage the use of rehabilitation loan subsidy programs offered by the Marin County Housing Authority.

Program H-5.2.1

Rehabilitation Assistance. Provide housing pamphlets at City Hall describing the available County rehabilitation loan programs and provide assistance by staff and the Housing Committee in advertising the program in Sausalito.

■ Policy H-5.3

Retention of Diverse Housing Stock. Allow more flexibility in reinstatement of duplex and multiple family uses which have ceased involuntarily.

Program H-5.3.1

Involuntary Cessation of Diverse Housing Stock. Amend the zoning ordinance to allow reinstatement of non-conforming residential uses in relevant zoning areas through the issuance of a discretionary permit where such uses have ceased involuntarily.

■ Policy H-5.4

Energy Conservation. Promote and support energy conservation programs that provide assistance for energy conservation improvements.

Program H-5.4.1

Community Action Marin-Energy. Continue to coordinate with Community Action Marin-Energy to promote citizen awareness of energy conservation programs.

Program H-5.4.2

PG&E. Continue to coordinate with PG&E to promote citizen awareness of energy conservation programs.

Program H-5.4.3

Passive Solar Design. (See Environmental Quality Program EQ 3.13.2).

HOUSING BACKGROUND

The background section of the Housing Element describes existing housing conditions in the City of Sausalito. It defines the existing and future need for housing, most particularly housing for low and moderate income households. Programs are described which have been identified to attempt to meet the projected need. Finally, the number of units which are projected to be provided as a result of the policies and programs established in the Plan are quantified. Additional information in compliance with state law requirements is provided in Appendix B.

■ Methods to Facilitate Public Participation

The City was assisted in preparation of the entire General Plan by the General Plan Steering Committee, composed of 15 members representing a broad spectrum of community interests. In addition to reviewing a working draft of each chapter of the General Plan, the Steering Committee and City staff also conducted surveys, and prepared noticing and newsletters mailed to all households in the community. The intent has been to encourage a high degree of public awareness and involvement from all economic segments of the community in the consideration of planning issues and policy alternatives. The entire Draft General Plan will be the subject of community workshops and public hearings before the Planning Commission and City Council prior to its adoption.

■ Housing Characteristics

Over one-third of the housing units in the City were built before 1940. According to the 1990 U.S. Census, 49% of the occupied homes in Sausalito were owner-occupied and 51% were rented. Over the past 12 years about 10 units per year have been added to the City's housing stock.

Sausalito has a great diversity in housing types. According to the California Department of Finance, as of January, 1992, in comparison to Marin County as a whole - which is shown in parenthesis, 34.6% (59.8%) of the homes were single family detached, 10.6% (9.3%) single family attached, 31.0% (8.3%) in structures with 2-4 units, and 23.6% (20.9%) in structures with more than 5 units. There were also 8 units classified as mobile homes in Sausalito. This housing units by type comparison is shown on Table 3-1.

■ Housing Affordability

In 1980, 44% of the owner-occupied units had an estimated market price under \$200,000. A survey conducted in 1989 showed the average price was \$533,000 for a single family home and \$228,000 for a condominium. In the Fall of 1989, average monthly apartment rents ranged in price from \$875 for a one bedroom unit to \$1,550 for three bedroom unit. An updated rental survey conducted in April, 1993 found that the average rental rate for one bedroom units was \$960 and for two bedroom units was \$1,298. Although two person moderate income households can pay rents up to \$1,401, assuming they pay 30% of their income for rent, the high demand for housing in the Bay Area as a whole has impacted many lower income households' ability to pay for housing.

Table 3-1

Marin County Housing Estimates (1994)

<u>JURISDICTION</u>	<u>SINGLE DETACH</u>	<u>SINGLE ATTACH</u>	<u>2-4 UNITS</u>	<u>5+ UNITS</u>	<u>MOBILE HOMES</u>
Sausalito	1,523	464	1,364	1,045	8
Belvedere	846	43	79	70	1
Corte Madera	2,483	461	202	580	1
Larkspur	2,339	378	504	2,784	236
Mill Valley	3,965	531	506	1,194	0
Ross	758	5	7	9	1
San Rafael	10,167	2,069	2,118	7,294	445
Tiburon	2,139	227	406	825	0
Unincorporated	20,288	1,382	1,309	2,924	825
County Total	61,007	9,465	8,469	21,396	1,723

Source: California Department of Finance, 1994

Income Distribution

The affordability of housing directly relates to household income. The generally accepted measure for determining whether a person can afford housing means spending no more than 25%-33% of one's gross household income on housing costs. For example, a two-person household earning the 1993 median income (\$46,700) could afford to pay about \$118,000 to purchase a home and about \$1,168 to rent a home. A four-person household earning the 1993 median income (\$58,400) could afford to pay about \$148,000 to purchase a home and about \$1,460 to rent a home. As of January, 1992, one-quarter of the households in Sausalito were considered low income, earning less than \$49,900 per year. The number of very low and low income households overpaying for housing in Sausalito in 1992 is estimated to comprise 19.3% of all households in the City; 89 are owner-occupied households and 814 are renter-occupied households. The breakdown of households in Sausalito in 1992 is shown on Table 3-2.

Table 3-2

Households in Sausalito (1992)

<u>INCOME GROUP</u>	<u>INCOME RANGE</u>	<u>NUMBER</u>	<u>PERCENT</u>
Very Low and Low Income (not overpaying)	<\$38,600	275	6.7%
Very Low and Low Income (overpaying)	<\$38,600	790	19.3%
Moderate Income	\$38,600-\$59,900	528	12.9%
Above Moderate Income	>\$59,900	2,502	61.1%
Total	N/A	4,095	100.0%

Source: California Dept. of Finance & City of Sausalito, 1992

Vacancy Rates and Household Size

Vacancy rates and average household size can provide a quantifiable measurement of housing demand. Indicators of a high demand for housing are low vacancy rates and overcrowding. The general rule of thumb is that a 4.5% vacancy rate is indicative of a good balance between supply and demand. However, as of January, 1992, Sausalito had the second highest vacancy rate in Marin County (6.55%) and the lowest average household size (1.77 persons per household). Only .9% of the households in Sausalito in 1990 were considered "overcrowded" (more than 1 person per room); and only .1% of Sausalito households in 1990 had five or more persons. Vacancy rates and average household size for Sausalito and other Marin County cities are shown on Table 3-3.

Table 3-3

Marin County Vacancy Rates And Average Household Size Estimates (1994)

<u>JURISDICTION</u>	<u>PERCENT VACANT</u>	<u>AVERAGE SIZE HOUSEHOLD</u>
Sausalito	6.27%	1.80
Belvedere	6.45%	2.29
Corte Madera	3.57%	2.37
Larkspur	3.61%	1.95
Mill Valley	2.95%	2.23
Ross	4.49%	2.85
San Rafael	4.09%	2.41
Tiburon	4.11%	2.37
Unincorporated	6.77%	2.50
Marin County Total	4.54%	2.40

Source: California Department of Finance, April, 1994

■ Land Availability

Table 3-4 shows the amount of vacant and underdeveloped land by zoning category and its likely development potential. The table indicates that a total of 120 units could be developed on vacant parcels if each parcel were developed to the maximum density permitted in areas of town which have residential zoning. A total of 307 units could be developed on residentially zoned parcels which are now underdeveloped (i.e., parcels in duplex and multi-family zones which are occupied by a single family home.)

In order to project a realistic estimate of the number of units which may be expected to be constructed on these parcels, the building permit records were reviewed to determine what type of development patterns have historically occurred within the various zoning districts in the City.

Policies in the General Plan support the continuation of existing development patterns. The number of potential units was reduced in recognition of the fact that maximum density may not be achieved. The modified numbers for potential units on residentially zoned vacant parcels is 100 and on underdeveloped residential parcels it is 221.

Table 3-4

Available Land Inventory (1992)

ZONING CATEGORY	NUMBER OF NEW UNITS (MAXIMUM DENSITY)	NUMBER OF NEW UNITS (BASED ON HISTORIC TRENDS)
VACANT SITES		
R-1	71	71
R-2	33	18
R-3	17	11
Total	121	100
UNDERDEVELOPED SITES		
R-1	43	43
R-2	99	53
R-3	165	119
Houseboats	6	6
C-R*	77	18
C-C*	128	48
Second Units	112	112
Liveaboards	18	18
Total	648	417

*750 square feet FAR assumed

Source: Sausalito Planning Department, 1992

Assuming the maximum density allowed is achieved, the total number of residential units possible on residentially zoned land is 434. Assuming development trends in the future will be similar to those of the past, a total of 321 units can be expected to be built in residential areas. Of these 321 units, approximately 175 units would be in areas which allow greater than 17 units to the acre. It is expected that some of these units, if rented, would be available to moderate income households given current rent levels (see discussion of "Housing Affordability" in the preceding section).

Potential for adding to the housing stock also exists in the creation of new second units, new houseboat and liveboard vessels and residential units above retail and office establishments. These sources of living units provide a total of 202 additional units, assuming historic trends.

Second Units

Policies in the Housing Element may allow for the creation of new second units only after the program to legalize existing second units has been completed. The reason for the phasing of these two aspects of the program is to allow for further study of the density of the City's single family areas once currently illegal units are identified. Some single family areas already exceed the maximum density established in the Land Use Element of this Plan. Before new second units are permitted, it is important to analyze which neighborhoods can support additional density and which cannot.

The City has attempted to quantify how many new second units might be constructed once the necessary density analysis has been completed and the decision has been made to adopt a Second Unit Ordinance for new second units. That quantification is described in the following paragraphs.

There are 973 single family sites in the City. The Assessor's office has recorded 115 second units in existing homes located in the single family zoned areas of the City. There is some unknown number of unrecorded second units in Sausalito. The 1990 census identified 168 units more than the assessor's records show Citywide. If we assume that half of these units are in single family areas and half are in two- and multi-family areas, another 84 single family homes have second units making the total number of second units in the single family zones 199 units.

Information derived from an October, 1992 survey of single family homeowners indicates that 29% would be inclined to add a unit if it were legal to do so. Applying that 29% to the 774 estimated dwelling units which have no second unit ($973 - 199 = 774$) results in the potential for 225 more second units on single family sites. Since the greatest constraint to approval of more second units is the inability to provide parking in already parking constrained neighborhoods, this number should be further modified. If new second units were approved on only 50% of the potential sites, an additional 112 homes could be provided in the City.

It is fair to assume that second units will provide the greatest potential for affordability of any new construction in the City. The 1992 survey showed that rents in 14% of the units available in 1992 were affordable to very low income single person households, rents in 26% of the units were affordable to low income single person households, and rents in 42% were affordable to moderate income single person households. To assure that this trend continues in the future, the Housing Committee will encourage homeowners to use funds available through the Housing Authority Double Unit Opportunity Program for new affordable second units.

Houseboats and Liveaboards

The most affordable source of housing in Sausalito is houseboats and liveaboards. There is potential for 6 additional houseboats to be added in the Houseboat zone subject to BCDC approval. The City will allow up to 10% of all berths in recreational marinas to be occupied by liveaboards. If every marina in Sausalito were to allow liveaboard use of 10% of their vessels, approximately 195 potential units would be legalized or created. The 1990 Census identified 184 occupied houseboats and liveaboards on the waterfront. Seven of these are in the Houseboat zone which is not included in the 10% limitation. Therefore, potential exists for approval of an additional 18 liveaboard units. Based on information provided by the one liveaboard community which has been granted a Conditional Use Permit, Galilee Harbor, 48% of the households are very low income, 37% are low income and 14% earn less than the median income. It is therefore anticipated that the majority of those units created would be affordable units.

Mixed Use

Policies in the Plan encourage housing above retail and office establishments in most commercial districts. In the Central Commercial and the Residential Commercial areas, new mixed use projects are encouraged by allowing residential uses on all levels above the street level by right while requiring a conditional use permit to create new or convert existing residential uses to commercial uses.

It is anticipated that a maximum of 66 units would be created either through new construction or conversion of existing commercial space. Assumptions supporting this projection are that the ratio of residential units to commercial space which currently exists in these areas will be increased due to the incentives provided in the Plan, and that the floor area ratio maximums in the current zoning are achieved. Two thirds of the units would result from new construction and one third from conversion of existing commercial space. Based on the rental numbers quoted above, some of these units will be available to moderate income households.

Affordability

This analysis assumes that market rate new construction will not be affordable to persons earning under 80% of median income which would require rents under \$793 and sale prices under \$85,000 for a two person household. It assumes the second units built and the additional liveaboards and houseboats approved will provide a source of affordable units. With the high cost of land in Sausalito, units affordable to very low income households can only be provided through the special programs identified in the Housing Element.

■ ABAG Regional Housing Need Determinations

All cities and counties in California are required to address their regional housing needs in the housing element of the General Plan. In the Bay Area, the Association of Bay Area Governments (ABAG) is responsible for establishing regional housing need figures for all Bay Area cities and counties. ABAG's housing needs determinations addressed in the Sausalito Housing Element cover the 1988-1997 time period and are shown on Table 3-5.

Table 3-5

ABAG Housing Needs Determinations for the Sausalito Planning Area (1988-1997)

<u>AREA</u>	<u>VERY LOW INCOME</u>	<u>LOW INCOME</u>	<u>MODERATE INCOME</u>	<u>ABOVE MODERATE</u>	<u>TOTAL NEED</u>
City of Sausalito (without Marin City)					
Number	35	26	37	86	184
Percent	12%	9%	13%	29%	63%
Marin City					
Number	21	15	22	52	110
Percent	7%	5%	7%	18%	37%
Total Sausalito Planning Area (with Marin City)					
Number	56	41	59	138	294
Percent	19%	14%	20%	47%	100%

Source: Association of Bay Area Governments (ABAG)

ABAG's determination of the local share of the regional housing need takes into consideration the following factors: market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns; and the type and tenure of housing. When developing Sausalito's housing need numbers, ABAG considered the development potential in the Sausalito planning area, which includes the City of Sausalito and the surrounding unincorporated areas within the City's designated Sphere of Influence. The housing need determinations included development potential at Marin City because it is part of the City's planning area and resulted in a total of 294 units.

Although the Marin City area is within the City's sphere of influence, Sausalito has no policy to initiate annexation proceedings within the planning horizon of this Housing Element. In addition, the County of Marin has included the area in its Housing Element as a housing opportunity site for the purpose of meeting State Housing Element law requirements. Therefore, ABAG has provided the City with the number of housing units estimated to be necessary to meet housing need within the City limits which totals 184 units.

State law requires that Cities' plans provide sufficient area zoned at densities which are high enough to support the number of units ABAG determines are needed. The General Plan could yield a maximum of 114 units at medium-high density designations (if consistent with current densities they would be at 17 units/acre), and 182 units at high density (if consistent with current densities they would be at 29 units/acre), for a total of 296 new higher density units. If future units would be built at similar densities to the recent development in the City the maximum density may not be achieved. However, it is fair to say that there is sufficient land zoned at higher densities and with sufficient services and facilities within the City limits, including potential for second units (112), additional liveaboards (18) and mixed use projects (66), to meet the ABAG regional housing needs, including the specific housing needs for very low, low, moderate and above moderate income households.

Regional Housing Needs Determinations are developed to assist cities to plan for the housing needs of persons of all incomes. The definition of these income groups, based on California Housing Element law, are: (1) **Very Low Income** - households earning less than 50% of the median household income; (2) **Low Income** - households earning 50-80% of the median household income; (3) **Moderate Income** - households earning 80-120% of the median household income; and (4) **Above Moderate Income** - households earning more than 120% of the median household income. The program income limits shown on Table 3-6 are used by the Marin Housing Authority to administer various housing subsidy programs.

As referenced on Table 3-6, the Section 8 Certificates (or Vouchers) and CDBG (Community Development Block Grant) schedules are issued by HUD. BMR (Below Market Rate Housing) Program schedule based on FY 1994 median family income of \$57,600 for a family of four for the San Francisco PMSA (HUD), with adjustments for smaller and larger household sizes.

Table 3-6

County of Marin Income Limit Schedule (1994)

<u>HOUSEHOLD SIZE</u>	<u>SECTION 8 VERY LOW</u>	<u>CDBG LOW INCOME</u>	<u>BMR HOUSING MEDIAN INCOME</u>	<u>PROGRAM LIMITS 120% OF MEDIAN</u>
1	\$20,500	\$27,950	\$40,300	\$48,400
2	\$23,400	\$31,900	\$46,100	\$55,300
3	\$26,300	\$35,900	\$51,850	\$62,200
4	\$29,250	\$39,900	\$57,600	\$69,100
5	\$31,600	\$43,100	\$62,200	\$74,650
6	\$33,950	\$46,300	\$66,800	\$80,200
7	\$36,250	\$49,500	\$71,400	\$85,700
8	\$38,600	\$52,650	\$76,050	\$91,250

Source: Marin County Housing Authority, 1994

■ Sausalito Housing Element Quantified Objectives

"Quantified Objectives", shown on Table 3-7, are required by state law for the maximum number of units expected to be rehabilitated, conserved or constructed as a result of the programs identified in the Housing Element and County programs applicable to the entire Sausalito Planning Area. The objectives are for the 1988-1997 time period, to be consistent with ABAG's Housing Needs Determinations.

Table 3-7

Summary of Sausalito Housing Element Quantified Objectives (1988-1997)

<u>CATEGORY OF NEW OR EXISTING UNITS</u>	<u>AMOUNT</u>
Existing Housing Units to be Conserved:	368
Legalize Existing Second Units	50
Protect Existing Mixed Use Units	114
Maintain Existing Liveboards	177
Continue County Rental Assistance Programs	19
Provide New County Rental Assistance Programs	4
Continue Energy Conservation Programs	4
Existing Housing Units to be Rehabilitated:	2
Continue Rehabilitation Loan Program	2
Total Number of Units Anticipated to be Constructed (1988-1997)	85
ABAG 1988-1997 Total Housing Need (Planning Area)	294
ABAG 1988-1997 Total Housing Need (City Limits)	184
Units Built in Sausalito (1988-1992)	47
New Units from Housing Programs (1992-1997)	38
Percent of 1988-1997 City Limit Need Anticipated to be Met	46%

The estimates are based on a number of assumptions, including past program performance, construction trends, land availability, and future program funding expectations. All housing proposals must also be consistent with the Land Use Element of the General Plan and other City policies. All of the units to be conserved or rehabilitated are estimated to be "low" income. Table 3-8 shows the breakdown of anticipated new units by income category and housing program.

Table 3-8

Breakdown of Sausalito Housing Element New Construction Quantified Objectives by Income Category (1988-1997)

INCOME CATEGORY (NEW CONSTRUCTION)	AMOUNT
"Very Low Income" Units Anticipated (1988-1997)	8
ABAG 1988-1997 Very Low Income Housing Need (Planning Area)	56
ABAG 1988-1997 Very Low Income Housing Need (City Limits)	35
Units Built or Approved in Sausalito (1988-1992)	3
New Units 1992-1997 from Housing Programs	5
Housing Committee Actions	1
Provide Innovative Types of Housing	1
Allow New Liveaboards	3
Percent of 1988-1997 City Limits Need Anticipated to be Met	14%
"Low Income" Units Anticipated (1988-1997)	14
ABAG 1988-1997 Low Income Housing Need (Planning Area)	41
ABAG 1988-1997 Low Income Housing Need (City Limits)	26
Units Built or Approved in Sausalito (1988-1992)	7
New Units 1992-1997 from Housing Programs	7
Housing Committee Actions	1
Provide Innovative Types of Housing	1
New Second Units if permitted	2
Allow New Liveaboards	2
Approve New Houseboats (subject to BCDC approval)	1
Percent of 1988-1997 City Limits Need Anticipated to be Met	54%
"Moderate Income" Units Anticipated (1988-1997)	12
ABAG 1988-1997 Moderate Income Housing Need (Planning Area)	59
ABAG 1988-1997 Moderate Income Housing Need (City Limits)	37
Units Built or Approved in Sausalito (1988-1992)	6
New Units 1992-1997 from Housing Programs	6
Housing Committee Actions	1
Provide Innovative Types of Housing	1
New Second Units if permitted	2
New Rental Units	2
Percent of 1988-1997 City Limits Need Anticipated to be Met	32%
"Above Moderate Income" Units Anticipated (1988-1997)	51
ABAG 1988-1997 Above Mod. Inc. Housing Need (Planning Area)	138
ABAG 1988-1997 Above Mod. Inc. Housing Need (City Limits)	86
Units Built or Approved in Sausalito (1988-1992)	31
New Units 1992-1997 from Housing Programs	20
Process Market Rate Housing	20
Percent of 1988-1997 City Limits Need Anticipated to be Met	23%

State Housing Element law also requires that implementation dates and identification of program implementation responsibilities be included in the City's Housing Element. Table 3-9 summarizes the dates for implementation and responsible departments or agencies.

Table 3-9

Identification of Housing Element Program Targets and Responsibilities

<u>Program Description</u>		<u>Date</u>	<u>CC/PC</u>	<u>HC</u>	<u>CCD</u>	<u>Other</u>
Objective H-1.0: City Participation						
H-1.1.1	Housing Program Monitoring	A	x	x	x	
H-1.1.2	ABAG Housing Needs	1996	x		x	ABAG
H-1.1.3	Housing Element Update	1997	x	x	x	
H-1.2.1	Housing Committee	1995	x			
H-1.3.1	Resident Outreach	1996	x	x		
H-1.4.1	Fair Housing Information	OG			x	HA
H-1.5.1	Housing Assistance Info.	OG			x	HA
Objective H-2.0: Adequate Supply of Housing						
H-2.1.1	Development Applications	OG	x		x	
H-2.2.1	Contact Property Owners	1995		x	x	
H-2.2.2	Shared Parking	1995	x		x	
H-2.2.3	Caledonia Area Uses	1995	x		x	
H-2.2.4	Street Level Uses	1995	x		x	
H-2.2.5	Traffic Initiative	1995			x	
H-2.2.6	Upper Level Residential Uses	1995	x		x	
H-2.3.1	Second Unit Ord. (Existing)	1995	x		x	
H-2.3.2	Safe & Affordable 2nd Units	1996			x	
H-2.3.3	Standards Incentives	1995	x		x	
H-2.4.1	New 2nd Unit Ord. (Possible)	1997	x		x	
H-2.4.2	Info. on Affordable Construction	1996		x	x	
H-2.5.1	Liveaboard Zoning	1995	x		x	
H-2.6.1	Building & Development Codes	OG				Bldg
Objective H-3.0: Supply of Affordable Housing						
H-3.1.1	Technical Assistance	OG			x	
H-3.1.2	Non-Profit Project Funding	OG		x	x	
H-3.2.1	Fee Schedule	1995	x		x	
H-3.3.1	Housing Com. Review of Sites	OG	x	x		
H-3.3.2	Donation of Property	OG	x	x		
H-3.4.1	Work with Non-Profits	OG		x	x	
H-3.5.1	Density Bonus Zoning	1995	x		x	

Table 3-9

Identification of Housing Element Program Targets and Responsibilities (Continued)

<u>Program Description</u>		<u>Date</u>	<u>CC/PC</u>	<u>HC</u>	<u>CCD</u>	<u>Other</u>
H-3.6.1	Eligibility Guidelines	1996	x		x	HA
H-3.7.1	Housing Authority Programs	OG			x	HA
H-3.8.1	Housing Authority Programs	OG			x	HA
H-3.8.2	Rebate for Marin Renters	OG	x			HA
H-3.9.1	Conversion Ord. Tenant Consid.	OG	x		x	
H-3.9.2	Conversion Ord. Bulk Regs.	1995	x		x	
H-3.9.3	New Condominiums	OG	x		x	
H-3.10.1	Relocation Ordinance	1996	x		x	
H-3.11.1	Residential CUP	1995	x		x	

Objective H-4.0: Meet the Special Housing Needs in the Community

H-4.1.1	New Senior Housing	OG		x	x	
H-4.1.2	Resid. Care/Skilled Nursing	1995	x		x	
H-4.1.3	Senior Housing Information	OG			x	
H-4.2.1	New Family Housing	OG		x	x	
H-4.3.1	Building Code	OG				Bldg
H-4.3.2	Rehabilitation Accessibility	OG			x	HA, Bldg
H-4.3.3	Project Independence	OG			x	HA
H-4.4.1	County Homeless Programs	OG	x	x	x	MC
H-4.4.2	Local Support Services	OG			x	
H-4.4.3	Zoning Ordinance (Homeless)	1995	x		x	
H-4.5.1	Outreach Programs	OG			x	

Objective H-5.0: Preserve the Existing Housing Stock

H-5.1.1	Code Enforcement	OG			x	Bldg
H-5.1.2	Resale Inspections	1996	x		x	
H-5.2.1	Rehabilitation Assistance	OG			x	
H-5.3.1	Invol. Cessation of N-C Uses	1995	x		x	
H-5.4.1	Community Action Marin-Energy	OG		x	x	CAM-E
H-5.4.2	PG&E	OG			x	PG&E
H-5.4.3	Passive Solar Design	OG	x		x	DRB

CC = City Council
 PC = Planning Commission
 HC = Housing Committee
 MC = Marin County
 OG = Ongoing Program

DRB = Design Review Board
 Bldg = Building Department
 CCD = Community Development Department
 PG&E = Pacific Gas and Electric
 HA = Housing Authority

■ Background on Housing Element Programs

The Housing Element is consistent with all other elements of the General Plan. The data base upon which the Housing Element is based is the same data base upon which the Land Use and Growth Management Element and the Circulation and Parking Element are based. New policies and programs identified in the Housing Element have been cross referenced in the Land Use and Growth Management Element.

The limited development potential in Sausalito reduces the regulatory actions the City can take to address its housing needs because they involve only a few units per year. In addition, the availability of federal and state program funding for rental assistance and rehabilitation loan programs has been significantly limited in recent years. The policies and programs in the Sausalito Housing Element recognize these constraints, build upon past successes and seek to find new ways to meet the community's future housing needs.

City Participation and Role

The key mechanisms recommended in the Housing Element to address local housing needs are centered around actions by the City. Key to the success of the element will be active City monitoring of housing activity and needs, formal involvement of the Housing Committee, establishment of a local housing fund, and outreach to the community.

City Coordination. The City will provide technical assistance to non-profit groups organized to encourage provision of affordable housing. In the past the City has worked with both public and non-profit affordable housing providers, such as the Rotary Club, Ecumenical Association for Housing, Innovative Housing, Marin County and the Marin County Housing Authority in meeting local housing needs. The Housing Element continues this active role on the part of the City in coordinating with non-profits and public agencies.

Housing Committee. The City will also establish a local Housing Committee to direct Sausalito's efforts to implement affordable housing measures and measures to address the needs of special groups in the community. With formal appointment of the Housing Committee by the City Council, specific work tasks and responsibilities will be established. A first work item of the Housing Committee will be to develop recommendations for work priorities based on review of the City's Housing Element. Examples of work items could include:

- (1) Work with potential non-profit affordable housing sponsors to identify potential housing sites.
- (2) Implement and publicize a program for the donation of property to support affordable housing needs.
- (3) Work with non-profit organizations to explore the potential to acquire affordable rental units that are threatened to be lost or suffer major rental increases.
- (4) Work with non-profit organizations and others to explore funding sources for affordable housing including:

- a. Use of CDBG funds.
 - b. Mortgage credit certificates.
 - c. Section 202 construction loans.
 - d. City Housing Fund.
 - e. Proposition 84 State construction funds.
 - f. Federal and state tax shelter program.
 - g. Marin Community Foundation.
 - h. Equity sharing.
- (5) Work with non-profit organizations to explore funding sources for rental assistance including:
- a. Vouchers.
 - b. House sharing program.
 - c. Referral services.
 - d. Project Independence.
- (6) Work with the Marin County Housing Authority and various interest groups to review City regulations to ensure handicapped access and adaptability.
- (7) Work with senior interest groups to explore need and potential for group quarters to serve needs of the elderly.
- (8) Work with county agencies to examine child care and other support service needs that could be implemented for family and single parent housing.
- (9) Explore the potential for leasing rental units at East Fort Baker.
- (10) Approach property owners of substantial parcels to inform them of the Donation of Property program and assist in the transition of the subject property. (The Historical Landmarks Board has been able to approach and inform property owners of historic properties of their donation program. This approach has been successful in preserving historic sites and structures.)
- (11) Coordinate with existing local service organizations, especially churches, to provide assistance to the homeless.
- (12) Prepare information releases on the availability of funding assistance for potential construction of affordable second units.

Housing Fund. To offset reduced state and federal funding of housing programs, the City will consider establishing a housing fund to assist in implementing housing programs. Possible uses of the fund and sources of money for the fund could include the following.

Possible Sources of Funding:

- (1) Community Development Block Grant funds.
- (2) Marin Community Foundation.
- (3) Ballot measure approved by Sausalito voters.
- (4) Sausalito Chamber of Commerce Community Grants
- (5) Donations from Community organizations

Possible Uses of the Fund:

- (1) Land acquisition for affordable housing.
- (2) Capital improvements for affordable projects.
- (3) Rehabilitation Loans.
- (4) Direct assistance to home buyers of affordable units.
- (5) Rental assistance supplementing household rent or providing move-in costs assistance).
- (6) Replacement of waived or reduced fees.

Actions to Prevent Housing Discrimination. The City will take appropriate actions to prevent discrimination in the housing market. All questions concerning affordable housing and fair housing will be referred to an appropriate department or agency such as Marin Mediation Services. The City will distribute fair housing pamphlets and will establish a City contact with other groups such as La Familia and the Housing Center.

Provide an Adequate Supply of Housing

Maintaining diversity and choice in the types of housing available in Sausalito is a key policy of the City. Policies and programs protect existing units, and identify new construction opportunities consistent with the other policies of the General Plan. The Land Use Element includes a number of policies and programs directly linked to housing needs, such as mixed use housing and second units.

In addition, recent legislation (Chapters 1571 and 1572, Statutes of 1988) requires that manufactured housing must be permitted on permanent foundation systems on all single family-zoned lots, so long as the unit is no more than ten years old on the date of application, and meets federal and optional local standards. Section 65852.3 specifies that local governments may impose architectural requirements on the manufactured home itself which are limited to roof overhang, roofing material and siding material, so long as the requirements do not exceed those required for a conventional home on the same lot. Section 65852.4 was added to specify that a locality may not subject an application to install a manufactured home to any administrative permit, planning or development process or requirement unless it is identical to those which would be imposed on a conventional home on the same lot.

Increasing the Supply of Affordable Housing

Affordable housing is both a local and regional issue. The limited availability of housing assistance programs further impacts very low, low and moderate income people. The waiting list for the Marin County Housing Authority-administered Section 8 program as of May, 1992, for example, was comprised of 2,000 families. Housing Element policies and programs recognize the local development constraints as described in the Land Use Element in doing what can be done to address affordable housing needs.

One vehicle will be the Housing Committee, which will assess potential sites that exist to determine their applicability for various types of housing, including mixed use units and shared housing that is affordable to low and moderate income households. The Committee will also encourage the donation of property to accomplish this end. Rental housing at below market rate rents probably offers the best opportunity to meet lower income housing needs and maintain community diversity.

Second Units

The most direct source of information concerning second units in Sausalito is a survey conducted in the summer of 1992 by members of the General Plan Housing Committee. That survey was sent to 800 homeowners in the R-1 zone and 23% or 187 homeowners responded. Findings showed that 33% of those responding had second units. Other findings from the survey were that the majority of the units were attached to the main dwelling and were under 800 square feet; 90% were studios or 1 bedroom units; a majority of the units had single occupants under 45 years of age; 25% of unit owners do not charge rent and half of those who do collect between \$400 to \$800 per month.

By providing an opportunity to legalize, or at least officially acknowledge, second units, the City could make a significant step towards meeting Sausalito's housing needs, at least among smaller sized families.

The Plan calls for adoption of a second unit ordinance that will deal with existing second units. As described earlier in this Element, it also provides for the consideration of an ordinance to permit new second units after the effects of the legalization of existing units can be analyzed. Specific standards for legalizing and approving new second units will be developed. Basic development standards that will be considered as part of the second unit ordinance which legalizes existing second units include:

- (1) Compliance with all standards of the single family zoning district.
- (2) One off-street parking space in addition to parking required for the main unit.
- (3) Owner-occupancy of one of the units.
- (4) Consistency with City design policies concerning compatibility of additions with the main house.
- (5) Requirement that access and addressing be identifiable from the street to assure adequate police and emergency response while maintaining the single family character of the neighborhood.
- (6) Preference be given to second units that are attached to the primary unit.
- (7) Requirement that there be a unit size limitation and be clearly subordinate to the main residential use.
- (8) Establish a consistent cut-off date for qualifying existing units.

Exceptions to these standards can be allowed if the project proponent agrees to maintain rents at affordable levels. The second unit ordinance for new second units will consider specific neighborhood conditions and concerns in addition to the basic development standards outlined above. The New Second Unit Ordinance will be pursued where it is found to be appropriate based on an analysis of the impact of legalization of existing second units.

Through the City's Housing Committee, the Marin County Housing Authority Double Unit Opportunity program will also be promoted. This program makes no interest loans up to \$10,000 per applicant secured as a lien against the property and due when the property is sold. The funds may be used toward the construction of a second unit which maintains rents at the Housing Authority fair market levels.

Project Processing Incentives. City policies encourage those projects which meet the City's housing needs, consistent with other City goals and policies. In particular, the City will provide affordable housing sponsors with incentives, as appropriate to the project. These include expedited processing and fee waivers, or subsidization of fees from the City's housing fund.

State Density Bonus Law. State Density Bonus Law (Government Code Section 65915) requires that the City must offer density bonuses of at least 25%, or other financially equivalent incentives for projects where the developer agrees to include at least: (a) 20% of the units for lower-income households; or (b) 10% of the units for very low income households; or (c) 50% of the units for senior citizens. More specific guidelines for implementing this requirement have been prepared by the State of California Department of the Housing and Community Development. In implementing this requirement, the City will review possible financially equivalent incentives, such as use of the Housing Fund, expedited processing, and waived or reduced fees.

Housing Displacement. Displacement or conversion of existing housing often results in the loss of affordable housing, either to more expensive housing or to another use. The Housing Element includes policies to protect residential units in all commercially zoned areas. In addition, the City will continue to enforce the provisions of the zoning ordinance which require maintenance of adequate rental stock and special considerations for senior citizen and low and moderate income tenants in implementing its condominium conversion requirements. The City will develop an ordinance amendment which requires relocation assistance and other measures to address hardships when displacement occurs to include counseling and assistance in finding replacement housing.

Eligibility Guidelines. To the extent consistent with applicable law, the City will develop guidelines which define who is eligible for the below market rate units. Priorities are for people working in the City of Sausalito, seniors, and the physically disabled. Consistency with Fair Housing laws must be considered when developing specific eligibility guidelines and selection preferences implementing this program.

Rental Assistance Programs. There are limited county, state and federal programs for rental assistance. The Marin County Housing Authority implements the Section 8 rental assistance program and several similar programs. The programs provide a cash payment to landlords who rent to qualified low income households. Section 8 and Project Independence establish Fair Market Rents (FMR), with the tenants paying up to 30% of their income on rent up to these FMR levels. As of February, 1991 FMR's were as follows: studio (\$669); one-bedroom (\$811); two-bedroom (\$962); three-bedroom (\$1,197); and four-bedroom (\$1,341). The Marin County Housing Authority reports that the Section 8 program assisted 7 Sausalito households in 1992, of which 6 were very low income and 1 was low income. This comprises less than 1% of the 1,529 households Countywide receiving rental assistance under this program.

Programs call for the City to continue to encourage rental housing programs by continuing to work with the Marin County Housing Authority to implement the Section 8 rental assistance program and any similar programs, and to consider continued funding of the Rebate for Marin Renters program. The City will also make people aware of the Housing Authority's Rental Deposit Guarantee Program which assists renters with security deposits, first month's rent and monthly assistance.

Acquisition of Existing Housing by a Non-Profit. Acquisition of existing housing by a non-profit organization is a way to preserve and rehabilitate existing units while maintaining rents at affordable levels. Affordability is ensured through purchase by a non-profit organization, such as EAH or the Marin Housing Development Corporation, and use of rental subsidy programs such as Section 8. The City will work with non-profit sponsors seeking to acquire rental housing units in order to maintain ongoing affordability of the units. This will include, but not be limited to:

- (1) Support necessary to obtain funding commitments for governmental and non-governmental grants.
- (2) Fast-track processing.
- (3) Use of the City's Housing Fund.

Potential Termination of Subsidies. Over the next 20 years, close to 655 Federally subsidized housing units in Marin County will be subject to conversion to market rate rents through prepayment of federally subsidized mortgages and rent subsidies. Without this assistance, those units owned by profit-motivated individuals or partnerships could be lost as part of the affordable housing stock. In addition, a number of projects have been built with tax exempt bond funds and through other subsidy programs.

There are two projects in the City of Sausalito which have rent restrictions which were imposed through Government programs. Both are Senior Citizen housing. One was developed under a Federal Section 202 program (408 Bee Street) and one was developed through local initiative by the Rotary Club of Sausalito (414 Bee Street). The former is not at risk of converting to market rate rents within the next 10 years. The latter was granted variances from various zoning regulations through a conditional use permit. The permit requires in perpetuity that 51% of the units remain affordable to families earning less than 80% of median income. Should the owner desire to convert the units to market rate, modification to the use permit must be approved by the City.

Meeting the Special Housing Needs in the Community

A long-standing policy of the City has been to maintain the diversity of households and housing in the community. Sausalito's special need groups include seniors, especially those on fixed incomes, single parents, female head of household and the disabled. In particular, increasing longevity and the increasing number of seniors in the population in Sausalito will create the need for additional affordable housing and specialized housing for older residents. The median age in Sausalito increased from 35.3 in 1980 to 42.2 in 1990.

Seniors. The 1990 proportion of people over 60 years of age in Sausalito was 15.3% (1,096 of 7,152 residents), which is relatively high compared to other cities. The City's median age of the population increased significantly from 35.3 years in 1980 to 42.2 years in 1990. One-third of the elderly households would be considered low income. Projections show that County's senior population is expected to increase over the next several decades, comprising over 20% of the County's population by the year 2000.

The increasing number of seniors in the population in Marin County and Sausalito will create some additional need for affordable housing and specialized housing for older residents. Many senior households on fixed incomes have limited resources for home improvements to maintain or rehabilitate older housing. In addition, many seniors become trapped in large houses, due to property tax and house payment increases which would result from moving into smaller housing units. Although many have considerable equity in their homes, affordable housing opportunities (not limited to senior housing projects) would help address this problem.

Female Head of Household. In 1980, almost 34% of the City's households were headed by women. In 1990, 29% (1,212) of the households in Sausalito were headed by women. About 46% (1,894) of all households in 1990 were made up single persons, with half of those (933) women. Only 2% (88) of all households in the City were headed by a single mother in 1990. However, 15.7% of all families whose income is under the poverty level are female heads of household with children in the home. There are no male household heads with children whose income is below poverty level in Sausalito.

Family Housing. Large families, with five or more persons, also have special housing needs. A countywide analysis by the Federal Department of Housing and Urban Development found that 31% of the large families who rent have incomes that would qualify them for federal assistance. There were an estimated 46 households with five or more persons in Sausalito in 1990, which represents 1% of all households; 12 of those households rent their home. Slightly less than 14% (570) of the households in Sausalito in 1990 had children under the age of 18, with one-third of those (177) single parent households.

Physically Disabled. In 1990, .8% of Sausalito's adult population was reported to be work disabled, and .2% were reported to have a mobility limitation. According to the Marin Center for Independent Living, a resource and referral service for physically disabled people, there is a significant waiting list Countywide for affordable housing for the physically disabled. As the proportion of seniors in the City's population increases, there will be even greater demand for handicapped accessible housing. The City will facilitate programs and projects which meet Federal, State and local requirements to provide accessibility for the physically disabled in residential units, especially affordable housing. Where outside funding is involved, the City will provide technical assistance to address community needs and program funding criteria. Project Independence, a state funded program analogous to Section 8 administered by the Housing Authority, provides rental assistance for very low income disabled persons.

Homeless Needs. A study of the apparent homeless in Sausalito was conducted by Dorothy Gibson, a licensed social worker and member of the GPSC, between the months of October 1989 and March 1990. Thirty nine apparently homeless individuals were approached during that period for an interview and twenty eight responded. The report contained the following findings.

- (1) Twenty six of those interviewed were male, two were female, both of which live with their small children.
- (2) Five persons identified themselves as homeless; nine persons did not answer the question; fourteen indicated they had a home.
- (3) Six persons lived in boats; two in campers; one in a houseboat; one in a leased room; one was house sitting; three lived in a box house; two in tents; one in a car.
- (4) Nineteen lived alone; 7 lived with others.
- (5) Seventeen respondents were between 25 and 35 years old; two were between 36 and 45; nine were between 46 and 55.
- (6) Thirteen indicated they were employed; twenty three had some source of income.
- (7) Eleven had been in the armed forces; six served in Vietnam.

Information from the Sausalito Police Department indicates that there are consistently around 12 homeless individuals in the City. Generally, ninety percent are male and ten percent are female.

Currently there is no homeless shelter in Sausalito nor is there recognized transitional housing. Services are provided to the homeless by the Open Door Ministry and the volunteer group, Friends of the Open Door, who provide a free hot meal every Friday evening at the Baptist Church at 131 Filbert Street.

There is a winter shelter at the old Hamilton Air Force Base which can accommodate up to 80 persons. Approximately 100 permanent shelter beds are available throughout the County and approximately 90 persons can be accommodated in transitional housing Countywide. The Salvation Army and the St. Vincent De Paul Society provide a limited number of vouchers for hotel rooms as well as other services such as the Society's free daily meals.

Until recently, Sausalito was a member of the Southern Marin Homeless Task Force which also had representation from Mill Valley, Tiburon, Belvedere and the unincorporated County areas in southern Marin. The Task Force had concluded that the greatest need in this area is for transitional housing and for a day service center which provides sanitary facilities and referral to services. Since the termination of the Task Force, Sausalito has been represented on an ad hoc committee which replaced the Task Force. This committee has continued the work of the Task Force by working to secure matching funds which is necessary before applications for federal grant money can be submitted for purchase and operation of a site for transitional housing.

Sausalito zoning would permit a group home for up to 6 persons in any single family zone, as required by state law. The zoning ordinance will be amended to provide transitional housing for more than 6 persons as a conditionally permitted use in the high density multiple family areas and the medium high density areas. The ordinance should also recognize the Commercial Residential and Neighborhood Commercial areas as appropriate for homeless shelters.

Housing Needs of Farmworkers. State law requires that housing elements evaluate the needs of farmworker housing in the local jurisdiction. The general conclusion of the ABAG Housing Needs Determinations study in 1988 is that there is no regional need for additional farmworker housing in the Bay Area. In Sausalito, the 1990 U.S. Census showed that 8 Sausalito residents were employed in farming and fishing occupations. This low number and the fact that many of these people are employed in wholesale and horticulture businesses indicate that there are no localized needs for seasonal or other types of farmworker housing.

Conserving Neighborhoods and Existing Housing Quality

The 1990 Census determined the total number of housing units located within the City of Sausalito to be 4,378 units. Using data from the 1980 Census reports, approximately 58% of the existing housing stock was built prior to 1960 with 34% built prior to 1939.

Due to the building practices employed prior to 1960, thirty years of revisions to building codes and Sausalito's wet climate, the City believes that this segment of the housing stock may warrant some form of repair or reconstruction. This repair and reconstruction has been occurring over time.

Building Permit records since 1985 reveal that an average of approximately 46 permits are issued for substantial repair or reconstruction of individual residential structures per year. Since this is a significant number, it is believed that private resources are providing for repairs and replacement of the City's older housing stock needed to ensure health and safety of residents of the affected units. In the past eight years, 373 private individuals provided the necessary funds to substantially upgrade their residential properties. Assuming that this trend will continue, the City estimates that over the life of the Housing Element, another 100 housing units will be upgraded with private funds.

Not all property owners in Sausalito will have the financial means to upgrade units that need repair or reconstruction. In those instances, the City will direct qualified applicants to available public programs which provide low cost loans to undertake the necessary repair and replacement projects.

Code Enforcement. The City will continue building code enforcement to maintain the quality of existing homes and neighborhoods. The City now provides a Residential Building Report upon request which provides information about any structure which is in the City's records. A site inspection is not provided. The City will consider a local resale inspection program. Such a resale inspection program would be effective in identifying problem units and would be self-supporting. The City will also relate building code enforcement to the availability of rehabilitation loans.

Rehabilitation Loan Programs. Continued City support and publicizing of the Residential Rehabilitation Loan program administered by the Marin County Housing Authority is the best way to encourage low and moderate income owner-occupied housing rehabilitation. The City will make information available at City Hall to improve citizen awareness of any rehabilitation loan subsidy programs in cooperation with the Marin County Housing Authority (MCHA).

Community Development Block Grant (CDBG) funds for the Rehabilitation Loan Program have decreased significantly over the past several years, but have hopefully achieved a level that will be sustained at least in the short-term. The amount available for Countywide use was \$510,300 in 1988-1989; \$577,800 in 1989-1990; \$588,400 in 1990-1991; and \$342,900 in 1991-1992. To date, 357 loans have been made, totaling \$5.03 million. Of these, 2 loans have been made in Sausalito, totaling \$51,600. The average loan amount countywide is \$14,100. Over time, the loan program has developed a revolving account which in itself is a source of funding for new loans. Rehabilitation loans are repaid upon sale of properties or upon death of a loan recipient. The repaid monies can then be loaned out to new program participants.

Actions the City can take in promoting this program in Sausalito could include: (a) Coordinate with social service agencies in contact with target groups; such as the Marin Commission on Aging, Gray Panthers, Marin Center for Independent Living, Community Action Marin-Energy; (b) make housing rehabilitation loan pamphlets available at City Hall and selected locations throughout the City; (c) contact selected neighborhood groups and associations; and (d) post notices in selected neighborhoods.

Energy Conservation Programs. Affordable energy is an essential component of affordable housing. For new housing, State conservation standards, implemented as part of the 1988 Uniform Building Code, substantially reduce the cost of energy for homeowners. There are several local programs which have provided assistance to low and moderate income households to energy retrofit their homes. These include the Community Action Marin-Energy Home Weatherization project and PG&E's Home Weatherization Audit.

Community Action Marin-Energy manages a weatherization program that offers free attic insulation, weather-stripping and caulking, water heater blankets and low flow shower heads for low income households. PG&E partially funds this program through a contract with Community Action Marin-Energy and also offers a program which analyzes how homes can be made more energy efficient. The PG&E walk-through audit provides a comprehensive assessment of energy conservation needs and costs related to home appliances, structural design and insulation capabilities. The Energy Crisis Intervention Program, funded by the State Department of Economic Opportunity, is designed to help low income residents pay delinquent energy bills to avoid interruption of service. The City will continue to encourage use of the Community Action Marin-Energy program and will help publicize energy conservation programs which provide assistance for energy conservation improvements.

The first of these is the fact that the community is not a static entity. It is constantly changing and evolving. The second is the fact that the community is not a homogeneous entity. It is made up of many different groups and individuals. The third is the fact that the community is not a self-contained entity. It is constantly interacting with the outside world.

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COMMUNITY
DESIGN AND
HISTORICAL
PRESERVATION
ELEMENT

COMMUNITY DESIGN AND HISTORICAL PRESERVATION ELEMENT

Section 4.1

INTRODUCTION AND PURPOSE

The goals and policies of the Community Design and Historic Preservation Element are intended to reinforce the identity and delicate beauty of Sausalito. The City's setting defines its special character; a community nestled into the wooded hillsides, bordered by Richardson Bay on one edge and by Wolfback Ridge and the lands of the Golden Gate National Recreation Area on the other. The scenic qualities of Sausalito are further exemplified by the garden atmosphere one experiences as one drives or walks through the hillside residential areas. Small landscaped parks, neighborhood greenbelts and gores are found throughout Sausalito. The ambiance of the City has evolved over time as it has developed into an urban village of the 1990's. The diversity in architectural style, which is in harmony with existing architectural style, is a major attribute of this evolution.

This element is aimed at assuring that as Sausalito continues to evolve, diversity of design continues to be harmonious with the existing character of the City through the preservation of historic buildings and a blending of new buildings which respect the existing scale and diverse architectural character of the community. It is also aimed at maintaining and enhancing the relationship between the City's natural features, the water and existing vegetation, and buildings located in this setting.

Section 4.2

OBJECTIVES, POLICIES AND PROGRAMS

Community Design and Historical Preservation Element policies and programs are grouped to cover the following seven objectives:

- 1.0 *Scale and Architectural Harmony.*
- 2.0 *Integrate Structures with the Natural Environment and Protect Natural Features.*
- 3.0 *Balance View Protection with Property Rights.*
- 4.0 *Preserve the Character of Community Sub-Areas.*
- 5.0 *Enhance Public Improvements.*
- 6.0 *Address Community Design Concerns Through Appropriate Development Review Procedures.*
- 7.0 *Respect and Maintain the Exterior Integrity of Historic Structures and Sites.*

Objective CD-1.0

Scale and Architectural Diversity. *Strive to retain the village like quality of Sausalito by respecting the City's existing scale and promoting diverse architecture that is in harmony with neighboring structures.*

■ **Policy CD-1.1**

Sausalito Identity. Enhance Sausalito's architectural quality and diversity, general City characteristics, and historical legacy through careful design review.

Program CD-1.1.1

Design Review Findings. *Amend the zoning ordinance to set forth findings for approval for development projects which require DRB approval.*

■ **Policy CD-1.2**

Architectural Innovation. Encourage projects which promote architectural quality and innovative solutions rather than conformity to standard designs.

Program CD-1.2.1

Design Findings of Approval. *Establish findings for design approval that encourage design initiative.*

Program CD-1.2.2

Design Guidelines. *Prepare design guidelines that support positive, creative, and/or innovative design solutions for appropriate development.*

■ **Policy CD-1.3**

Neighborhood Compatibility. Provide that all new residential structures, all residential structures that are to be removed and replaced, and those structures that are to be significantly remodeled, are designed to complement their setting and the other buildings in the neighborhood.

Program CD-1.3.1

Zoning Ordinance (Size and Mass). *Revise the zoning ordinance to clarify the authority of the Design Review Board, and as applicable, the Historic Landmarks Board, in making findings of design compatibility related to size and mass of proposed structures. (See Policy LU-1.9)*

Program CD-1.3.2

Land Use Policies. *Refer to programs under Land Use Policies LU-1.8 through LU-1.11.*

■ **Policy CD-1.4**

Construction Near Historic Districts or Landmarks. Enhance the historic quality of established districts and landmark structures by encouraging new construction or alterations to existing structures in the general vicinity to demonstrate compatibility with them.

Program CD-1.4.1

Historic Character Compatibility. Amend the zoning ordinance to require consideration of historic character compatibility as part of the design approval by the Design Review Board.

■ **Policy CD-1.5**

Maximum Height Limit. Establish a maximum height limit for all structures in Sausalito while recognizing that height is not guaranteed where view preservation and scale is an issue.

Program CD-1.5.1

Zoning Ordinance (Height Limit). Continue to permit the 32 foot maximum height limit for residential and commercial zones.

Program CD-1.5.2

Zoning Ordinance (C-W Height Limit). Consider amending the zoning ordinance to establish a reduced height limit for Central Waterfront commercial zone.

Program CD-1.5.3

Zoning Ordinance (Height and Views). Revise the zoning ordinance to clarify the authority of the Design Review Board, and as applicable, the Historic Landmarks Board, in making findings of compatibility related to height and view blockage (see Policies CD-3.1 and CD-3.2).

■ **Policy CD-1.6**

Commercial, Industrial and Institutional Sites. Develop all commercial, industrial and institutional sites as visually attractive parts of the City.

Program CD-1.6.1

Non-Residential Design Criteria. Prepare design guidelines for non-residential areas which consider type of building materials, location of utilities, screening of trash collection and loading areas, and appropriate landscaping of parking lots.

Program CD-1.6.2

Sign Ordinance. Review and modify the sign ordinance to establish size, location, and types of signs allowed for each commercial and industrial area.

Program CD-1.6.3

Zoning Ordinance (Recycling Areas). Assure compliance with State Law by amending the Zoning Ordinance to require the inclusion of adequate areas for the collection and loading of recyclable materials in all development projects.

■ **Policy CD-1.7**

Landscaping. Emphasize the importance of landscaping to any design and the role of landscaping as a compliment to the streetscape and the neighborhood.

Program CD-1.7.1

Landscape Plans. Continue to require landscape plans for new construction and major modification of existing structures and site improvements.

Program CD-1.7.2

Water Conservation. Continue to require that new landscaping plans be reviewed to assure compliance with the Water Conservation Ordinance. (See Policy EQ-3.12)

Objective CD-2.0

Integrate Structures with the Natural Environment and Protect Natural Features. Assure that all new or significantly remodeled structures be designed to respect existing land forms and natural site features and to maintain the balance between open space and buildings.

■ **Policy CD-2.1**

Natural Features. Maintain and enhance natural site features and minimize disturbance to the natural terrain to the extent possible consistent with permitted densities.

Program CD-2.1.1

Tree Removal. Require approval of removal of all significant trees and enforce penalties for tree removal without approval.

Program CD-2.1.2

Design Review Considerations. Consider how each proposed project integrates with its natural environment through the design review process.

■ **Policy CD-2.2**

Steep Sloping Sites. Give special attention to addressing the special design considerations for proposed development on steeply sloped sites.

Program CD-2.2.1

Topography Study. Conduct a study of available topographic materials to develop a slope survey of the City and assist in the definition of steep slopes.

Program CD-2.2.2

Design Guidelines. Develop illustrative design guidelines to provide general guidance for construction on steep slopes.

Objective CD-3.0

Balance View Protection with Property Rights. Provide view protection in a manner which considers property interests of all parties involved.

■ Policy CD-3.1

Private Views. Locate and design new and significantly remodeled structures and landscape improvements so as to minimize the interference with primary views from structures on neighboring properties. Some minor loss of view may be consistent with this policy if necessary to protect a property right.

Program CD-3.1.1

Design Review of Private View Impacts. *Analyze project submittals for impacts on views from adjacent properties through Design Review.*

Program CD-3.1.2

Fences. *Continue to enforce zoning ordinance provisions which require that fence height consider view blockage on adjacent properties.*

Program CD-3.1.3

Mechanical Equipment. *Amend the zoning ordinance to include standards for the installation of mechanical equipment on Sausalito properties.*

■ Policy CD-3.2

Public Views. Locate and design new and significantly remodeled structures and other private and public improvements with consideration for their impact on significant public views and view corridors.

Program CD-3.2.1

Design Review of Public View Impacts. *Through Design Review, analyze project submittals for new and significantly remodeled structures and landscaping for their impact on views from major public vantage points.*

Program CD-3.2.2

Map of Public Views. *Maintain a current map which identifies public view points most worthy of preservation.*

Program CD-3.2.3

Silhouette. *Refer to Program EQ-3.2.4.*

■ Policy CD-3.3

Overhead Utilities. Enhance private and public views and public safety through the reduction or elimination of overhead utilities.

Program CD-3.3.1

Utility Funding of Undergrounding Utilities. *Continue to work with neighborhoods to facilitate local and utility company funding of the undergrounding of overhead utilities.*

Program CD-3.3.2

Citywide Assessment District. Investigate funding alternatives for undergrounding overhead utilities including the establishment of a Citywide assessment district, or the combined use of public and private funds.

Program CD-3.3.3

Undergrounding of Utilities. Continue to enforce the Municipal Code requirements for undergrounding of utilities.

Program CD-3.3.4

Work with Utility Companies. Work with utility companies to find surface or subsurface alternatives to increasing pole heights, adding equipment and increasing the size and number of overhead wires.

Program CD-3.3.5

Prioritize Undergrounding. Investigate the possibility of prioritizing specific areas for utility undergrounding as funding becomes available.

Program CD-3.3.6

Health and Safety. Refer to Policy HS-2.4.

Objective CD-4.0

Preserve the Character of Community Sub-Areas. Promote the uniqueness of community sub-areas and assure that their attributes are enhanced.

■ **Policy CD-4.1**

Sub-Area Objectives. Describe general design objectives in various community sub-areas to assist in future planning.

Program CD-4.1.1

Sub-Area Guidelines. Prepare design guidelines for various residential sub-areas to provide general guidance for development proposals, but that do not limit possible design solutions.

Program CD-4.1.2

Historic Landmarks Board. Receive HLB recommendations in defining neighborhood characteristics, compatibility and standards for determining excessive change.

■ **Policy CD-4.2**

Sub-Area Qualities. Maintain the uniqueness of community sub-areas and assure that sub-area attributes are protected and enhanced. Design policies by commercial sub-area are:

Downtown. Maintain and enhance the pedestrian oriented streetscape, promote design compatibility with historical structures, and recognize the needs of retailers in making design decisions.

Caledonia Street. Maintain and enhance the pedestrian streetscape and promote design compatibility with existing historical, commercial, and residential structures.

Central Waterfront (Napa Street to Spinnaker Point). Balance commercial structures with recreational facilities and open space (water/view) enjoyment, encourage enlargement and enhancement of Dunphy Park and expand public access to waterfront sites.

Downtown Waterfront (Spinnaker Point to Princess Street). Balance the open water views with public amenities, provide efficient and continuous pedestrian access along and to the water, investigate the enlargement and enhancement of the Vina Del Mar Park area.

Southern Waterfront (Princess Street to City Limits). Maintain a primarily open, unobstructed visual character of this area.

Marinship. Encourage the development of all industrial, commercial, and institutional sites to be as visually attractive as possible consistent with functionality.

Program CD-4.2.1

Commercial Sub-Areas Design Criteria. *Prepare design guidelines for public and private projects within the City's commercial sub-areas.*

Objective CD-5.0

Enhance Public Improvements. *Ensure that public projects promote the beautification of the City and utility of publicly owned lands.*

■ **Policy CD-5.1**

Public Projects. Assure that community design considerations are carefully included in any decision involving public projects.

Program CD-5.1.1

Public Views. *Locate and design public improvements in order to minimize their impact on public vantage points and view corridors.*

Program CD-5.1.2

Encroachments. *Consider the balance between parking, traffic congestion, and right-of-way beautification when reviewing requests for encroachments for private benefit on public rights-of-way.*

Program CD-5.1.3

Landscaping. Maintain and enhance landscaping on major arteries, particularly at main City entrance and exit points.

Objective CD-6.0

Address Community Design Concerns Through Appropriate Development Review Procedures. *Ensure that community design concerns are addressed when development proposals are submitted for City approval by establishing design review procedures, criteria and requirements.*

■ **Policy CD-6.1**

Design Review Basis. Recognize that achieving attractive design is as important as complying with zoning standards in attaining community development goals.

Program CD-6.1.1

Design Review Board. *Continue to require design approval of major new construction, additions, alterations, and demolitions by the Design Review Board.*

Program CD-6.1.2

Detail of Application Submittals. *Require that application submittals address site layout, building scale, design and materials, signage, and landscape design in sufficient detail to assure compliance with community standards.*

Program CD-6.1.3

Study Sessions. *Establish a process for encouraging study sessions for major development applications to allow general design discussion by the DRB, and as applicable the HLB, at the earliest possible stage in the development of design solutions.*

Program CD-6.1.4

Historic Data. *Publicize that relevant historical data is available through the Historic Landmarks Board and the Sausalito Historical Society to developers/owners of registered historic landmarks, properties in historic districts and other properties designated as historically noteworthy.*

Objective CD-7.0

Respect and Maintain the Exterior Integrity of Historic Structures and Sites. *Respect and maintain the exterior integrity of structures and sites in the Historic District and of all officially designated or recognized historic structures and sites outside the district.*

■ **Policy CD-7.1**

Historic Character. Continue the City's effort to retain and enhance its historical legacy in the review of proposed projects in historic districts and of individual structures and sites with historic significance as shown on General Plan map GP-9.

Program CD-7.1.1

Joint Review. *Continue the City's policy to hold joint DRB and HLB meetings and combined decisions for projects involving historically significant structures and sites.*

■ **Policy CD-7.2**

Historic Landmarks Board. Clarify the responsibilities and authority of the Historic Landmarks Board in design and construction activities impacting historic properties and sites.

Program CD-7.2.1

Historic Features. *Continue HLB listing and documentation of Sausalito's historical features as an important reference source for new and significant remodel development proposals.*

Program CD-7.2.2

Historic Property Ownership. *Support the HLB in the publication of a compendium of the responsibilities and benefits of ownership of properties on the National Register of Historic Places, within historic districts, or otherwise designated as historically noteworthy.*

Program CD-7.2.3

Publication. *Consider a City supported preparation of a pictorial publication of significant Sausalito historical structures.*

Program CD-7.2.4

Historic Identification. *Continue to assign the responsibility for identification of historic districts, historic landmarks, and noteworthy structures to the HLB.*

Program CD-7.2.5

HLB Research. *Encourage the HLB to prepare materials on historic structures so that historical consideration can be given appropriate consideration in proposed projects on such structures.*

Program CD-7.2.6

Period Structures. *Facilitate the preservation of any period structure whether or not it is on the list of noteworthy structures by preparing advisory historic preservation guidelines for owners, architects, and contractors.*

Program CD-7.2.7

HLB Guidelines. *Recommend the general guidelines for the preservation, restoration, and rehabilitation of Sausalito's historic properties as incorporated in "The Secretary of the Interior's Standards for Historic Preservation and Guidelines for Applying the Standard."*

■ Policy CD-7.3

Public Education. Educate and advocate for historic preservation among residents of and visitors to Sausalito.

Program CD-7.3.1

Sausalito Historical Society Education Programs. *Cooperate with the Sausalito Historical Society to provide educational programs.*

Program CD-7.3.2

Sausalito Historical Museum. *Cooperate with the Sausalito Historical Society in a citywide search for a new and permanent facility to house the Sausalito Historical Museum.*

COMMUNITY DESIGN AND HISTORIC PRESERVATION BACKGROUND

The Community Design and Historic Preservation Element is not mandated by State General Planning law. It is included in the General Plan because of the local importance of the issue of community appearance and livability. The background section describes the City's design and historic preservation goals and proposed methods to achieve those goals. A major factor in achieving the desired appearance is promoting the existing character and scale of development in Sausalito.

■ Design Review Approach

The Zoning Ordinance establishes standards for the general location of a structure on a site and the maximum size of that structure. City design policies recognize that these standards by themselves do not assure quality design. In response to this, the Plan calls for the establishment of findings of approval for development projects which require Design Review Board (DRB) authorization and/or Historic Landmarks Board review. It is the intention of these findings to establish bases for DRB and HLB decisions and/or recommendations.

In addition to establishing findings, the Plan calls for the development of general design guidelines. The intention of the guidelines is to provide general design suggestions for proposed development which allow for individual design initiative. Therefore, new development proponents should use the guidelines to assist them in realizing what the City desires when preparing a proposed plan. For example, one of the concerns expressed by the public has been the occurrence of unbroken tall construction of walls in new development. It is anticipated that the design guidelines will provide suggestions as to how to minimize the aesthetic impact that this construction feature may have on the surrounding area.

■ Diversity and Compatibility

As defined in Webster's Unabridged Dictionary, diversity is defined as having the quality of being distinct in kind and having variety in form. Compatibility is defined as having the capability of being in harmonious or agreeable combination with another or others. It is the intent of this Element that diversity and compatibility are not singular terms. Rather, this Element anticipates that new designs can be proposed which are harmonious with the established character of the surrounding area.

As the City has developed over time, architects have proposed unique designs and designs which match neighboring structures. Therefore, the character of the City's design has evolved slowly without major shifts in community or neighborhood character. Both architectural diversity and compatibility can be observed in the future as anticipated by the policies in this Element. Specifically, the intent of this Element is that diverse design proposals may, and should, be considered. However, those designs should also be considerate of the established character of a given neighborhood. The result will be the continued evolution of the City's character.

■ Design Goals

Size and location of structures are important factors in considering new development proposals. The majority of development anticipated in Sausalito will be remodeling of, and additions to, existing structures. There will also be in-fill development of the remaining vacant parcels, but there will be few cases of major development on large pieces of vacant land. Since Sausalito is a nearly built out community, new development will have an impact on surrounding properties. It is the goal of this Plan to further minimize potential impact by continuing to place maximum bulk entitlements on new development. The Plan also calls for new development to be considerate to surrounding properties when it comes to design compatibility. It is the intent of the design policies to encourage a level of quality, compatibility, and diversity in new designs that will help maintain and promote Sausalito's identity.

Besides promoting the concept of compatibility, there are several other important design issues that are promoted by the General Plan. These additional issues are just as important to assuring quality design and maintenance of the quality that makes Sausalito such a beautiful place to live. These issues include, but are not limited to, views, privacy, sun, landscaping, topography, and scale.

■ Natural Features

Another important aspect of quality design is when a structure is designed to be a part of the parcel rather than redesigning the parcel to be a part of the structure. Since Sausalito is a hillside community, the majority of residential development that takes place in the City will be on steeply sloping sites. As a result, excavation and grading will be necessary to accommodate development.

It has been the experience of the City to see new structures which "bunker" into hillsides. The result of this style of development is massive excavation and large retaining walls. Another characteristic of development on steep slopes is the appearance of "looming" structures. This is frequently due to structures projecting out from the slope of the site and is further accented by the use of unbroken walls that extend from the lowest point of the slope up to the lowest point of habitation of the structure. It is the goal of this Plan to balance these two development characteristics by encouraging new development to integrate a site's topography with the design of any project proposal.

While recognizing that the issue and potential impacts associated with slope is important in the steeply sloping residential areas, the Plan also recognizes that further study of the issue is needed.

Therefore, the Plan calls for the review of the available topographic materials to develop a slope survey of the City. Once the survey is completed, the City can begin to define what constitutes a steep slope. Once a definition is agreed upon, the City will develop a general set of guidelines which will provide suggestions for possible design solutions to minimize the apparent scale of structure and minimize the amount of excavation.

■ Tree Preservation

The removal or alteration of trees to accommodate new development has become an important factor in the review of a proposed design. Trees create shade and privacy and enhance the general appearance of Sausalito. They can also result in the blockage of views. Consideration of the trade-off between location of structures and preservation of trees is one of the responsibilities of the Design Review Board.

The City has prepared a tree preservation ordinance which provides protective measures for certain types of trees while encouraging the removal of others. It also establishes mechanisms for dispute resolution where disagreement between property owners concerning the benefit of maintaining existing trees.

■ Views

It is important that views be considered when reviewing development applications and implementing the provisions of this Element. View corridors from streets and paths, special vantage points, and views from private properties all play an important role.

Defining criteria for the preservation of views from private property is one of the most difficult of the design issues facing Sausalito. A treasured amenity of properties in Sausalito is spectacular views of the waterfront, the open waters of the Bay and land masses beyond. The policies in the Plan recognize both the importance of maintaining views and the obligations of residents and owners to use their property in a manner deemed appropriate in the Land Use Element of the Plan, and consistent with more specific restrictions of the zoning ordinance. The policies of the General Plan recognize the need to resolve view conflicts on a case-by-case basis.

■ Community Sub-Areas - Neighborhoods

While Sausalito has a unique identity as a City, Sausalito is comprised of many different sub-areas and neighborhoods which have unique characteristics of their own. The General Plan has identified eight (8) large neighborhoods in the Land Use and Growth Management Element.

These neighborhoods are Old Town, The Hill, New Town, Monte Mar Vista/Toyon Terraces, Spring Street Valley, Nevada Street Valley, Wolfback Ridge, and the Marinship. The descriptions of each neighborhood in the Land Use and Growth Management Element Background section are general in nature. This is due to the fact that there is no clear boundary separating each area.

This Element does not propose to promote design policies for each of the generally described neighborhoods. This cannot be done for the simple fact that each neighborhood area consists of several sub-areas or neighborhoods which are also unique. Using New Town as an example, there are at least three distinct neighborhoods within the New Town neighborhood area. These three distinct neighborhoods are the Glen, the Central Waterfront, and Caledonia. It is for these sub-areas of the generally described neighborhoods that the Plan proposes to develop general design guidelines. These neighborhood sub-area guidelines are intended to describe the characteristics and qualities that are to be promoted.

Although the Plan does not propose any definition of potential residential sub-areas, this Element does identify the attributes of several commercial sub-areas that should be promoted. The descriptions of each of these six (6) commercial sub-areas are general in nature, but list the unique characteristics of each sub-area. It is envisioned that the descriptions of the unique qualities of each residential sub-area will be prepared.

■ Design Review Board

Sausalito has very few vacant building sites. Development in the City will occur on in-fill sites in already developed areas. This fact elevates the importance of good design but also adds to the potential for controversy surrounding design issues. The issues that generate controversy are the need to provide new development that is compatible with existing development, to preserve existing important natural features, and to protect and enhance views. The appointment of a Design Review Board (DRB), the members of which are residents of Sausalito, some with professional design backgrounds, provides the forum for the discussion of design issues.

■ Historic Landmarks Board

The Historic Landmarks Board has review authority over proposals for new development and existing structure modification proposals in historic districts and for historic landmarks. The HLB advises owners of such properties as to the benefits and responsibilities of historic property ownership and, additionally, advises the City Council and Planning Commission concerning the identification and designation of historic resources in Sausalito.

■ Historic Preservation

An important defining characteristic of Sausalito is the age range of its buildings. About half of the City's buildings were constructed before 1950, some as early as the late 1800's. Policies which respect the existence of these structures serve as a reminder to all of the City's rich and colorful history. There is a keen recognition in the community of the importance of preserving these links with the past. In response to this community recognition, the City adopted Ordinance 901 in June 1976 which established the Historical Landmarks Board and the procedure by which areas or structures could be designated as historic landmarks. It also provided for official recognition of other historically noteworthy structures which did not qualify for landmark status.

Since 1976, six (6) structures have been given local landmark status and one (1) Historic District has been designated. The City has also designated many structures and sites throughout the City as Noteworthy Structures and Sites. The City designated Downtown Historic District has been placed on the eligibility list of the National Register of Historic Places. The original Casa Madrona Hotel at 156 Bulkley Avenue, the Sausalito Woman's Club at 120 Central Avenue, and the Griswold House at 639 Main Street have been placed on the National List of Historic Places.

Table 4-1

Sausalito's Historic Resources (see map GP-9)

SAUSALITO HISTORICAL LANDMARKS

- | | | |
|----|---------------------------------|-------------------------|
| 1. | 221 Bridgeway | Castle by the Sea |
| 2. | Santa Rosa & San Carlos Avenues | Christ Episcopal Church |
| 3. | 76 Cazneau Avenue | Madrona Cottage |
| 4. | Second & Main Streets | NWPRR Freight Depot |
| 5. | 168 Harrison Avenue | The Bungalow/Tanglewood |
| 6. | 625 Locust Road | Elderberry Cottage |

NATIONAL REGISTER OF HISTORIC PLACES

- | | | |
|----|------------------------------|------------------------|
| A. | 639 Main Street | Griswold House |
| B. | 156 Bulkley Avenue | Casa Madrona |
| C. | Central & San Carlos Avenues | Sausalito Woman's Club |

NOTEWORTHY STRUCTURES AND SITES

A current list of the designated Noteworthy Structures and Sites, as prepared by the Historic Landmarks Board, is available at the Community Development Department and the Sausalito Historical Society room at City Hall.

1. The first part of the document is a letter from the President of the United States to the Congress, dated September 17, 1787. It is a very important document, as it is the first time that the President has addressed the Congress. The letter is written in a very formal and dignified style, and it is a very good example of the President's power and authority.

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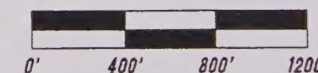
HISTORICAL MAP CITY OF SAUSALITO - GENERAL PLAN

LEGEND

-  Historic District
-  Sausalito Historical Landmark
-  National Register of Historic Places



Refer to table 4-1 in Community Design and Historic Preservation element for a detailed listing of sites by address.



This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.



CIRCULATION AND PARKING ELEMENT

Section 1.1

INTRODUCTION AND PURPOSE

The purpose of the Circulation and Parking Element is to provide a link and efficient transportation system for the movement of people and goods which is fully consistent with the other elements of the General Plan. The Element establishes policies and implementation programs for the transportation system which will accommodate and regulate the land use and economic activities within the jurisdiction for the year 2000. In doing so, it recognizes the desire of the Citizens of Berkeley to find their mobility solution.

The City's intent is to encourage traffic congestion to remain at an appropriate level of mobility and ensure that future growth and change does not result in an unacceptable disruption to public service levels. In order to ensure that the element and implementation policies, goals, policies and programs address, and encourage and encourage transportation to different purposes.

The element recognizes that traffic is not just a local issue and requires City and regional to Countywide transportation system.

Section 1.2

OBJECTIVES, POLICIES AND PROGRAMS

The Circulation and Parking Element provides the City's objectives, policies and implementation programs for a period of transportation issues. The issues are grouped by the following objectives:

- 1.0 Design the Street Network as a Comprehensive Public System
- 1.1 Maximize Parking Demand
- 1.2 Maximize Public Transit Service
- 1.3 Maximize Bicycle and Pedestrian Movement
- 1.4 Encourage Parking Alternatives to Automobile Land Requirements
- 2.0 Maximize High Quality Regional Transportation System

CIRCULATION AND PARKING ELEMENT

Objective 1.0

Design the Street Network as a Comprehensive Public System
design an accessible, organized and efficient transportation system as specified in the Land Use and Circulation Management Element.

CIRCULATION AND
PARKING ELEMENT

CIRCULATION AND PARKING ELEMENT

Section 5.1

INTRODUCTION AND PURPOSE

The purpose of the Circulation and Parking Element is to provide a safe and efficient transportation system for the movement of people and goods which is fully coordinated with the other elements of the General Plan. The Element establishes policies and implementation programs for the transportation system which will accommodate and support the land use and economic activities planned for Sausalito to the year 2005. In doing so, it recognizes the desire of the citizens of Sausalito to limit major roadway widening.

The City's intent is to minimize traffic congestion to maintain an appropriate level of mobility and assure that future growth and change does not result in an unacceptable deterioration in traffic service levels. In order to achieve this the element also emphasizes public transit, pedestrian and bicycle facilities, and parking and transportation management programs.

The element recognizes that traffic is not just a local issue and requires City participation in Countywide transportation efforts.

Section 5.2

OBJECTIVES, POLICIES AND PROGRAMS

The Circulation and Parking Element presents the City's objectives, policies and implementing programs for a number of transportation issues. The issues are grouped by the following objectives:

- 1.0 *Design the Street Network to Accommodate Future Growth*
- 2.0 *Manage Parking Demand*
- 3.0 *Maximize Public Transit Service*
- 4.0 *Enhance Bicycle and Pedestrian Circulation*
- 5.0 *Explore Funding Methods to Implement Local Improvements*
- 6.0 *Achieve a High Quality Regional Transportation System.*

Objective CP-1.0

Design the Street Network to Accommodate Future Growth. Provide adequate street network design to accommodate projected traffic demands which would result from the growth in economic and development activities as specified in the Land Use and Growth Management Element.

■ Policy CP-1.1

Street Network. Emphasize improvements to the street network which will not require construction of major roadway widening.

Program CP-1.1.1

Capital Improvement Program (Roadways). Prepare an annual Capital Improvement Program (CIP) which funds necessary roadway improvements and maintenance.

Program CP-1.1.2

Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element background.

Program CP-1.1.3

Marinship Specific Plan (Circulation System). Complete the circulation system within the Marinship in accordance with policies of the Marinship Specific Plan.

Program CP-1.1.4

Marinship Circulation (Private Improvements). Require roadway improvements specified in the Marinship Specific Plan when development is approved in the Marinship area.

■ Policy CP-1.2

Level of Service Standard. Maintain a letter grade Level of Service of "C" for signalized intersections for the P.M. weekday peak hour except for Johnson, Bay and Princess Streets.

Program CP-1.2.1

Periodic Monitoring. Establish and maintain a monitoring system that would perform periodic traffic counts to determine the operating Level of Service status of the City's signalized intersections.

Program CP-1.2.2

Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element background when the monitoring program identifies any signalized intersection along Bridgeway that is approaching a level of service greater than the letter grade "C".

Program CP-1.2.3

State or Federal Funding. Investigate if State or Federal funds may be utilized to help fund periodic traffic counts along Bridgeway.

■ Policy CP-1.3

Local Residential Streets. Discourage the usage of local streets in residential areas as a route of through traffic when gridlock traffic conditions exist on Highway 101.

Program CP-1.3.1

Commuter Through Traffic. Investigate methods to minimize commuter through traffic in residential areas.

■ **Policy CP-1.4**

Efficient Roadway Circulation. Establish a hierarchy of local streets to facilitate traffic in and out of the City as shown on the Street System and Parking map GP-10 and maximize the safety of the City street network.

Program CP-1.4.1

On-Street Parking Restrictions. Consider restricting on-street parking on primary arterial roadways in order to maintain the desired LOS standards.

Program CP-1.4.2

On-Street Parking Prohibition. Consider prohibiting on-street parking where traffic conditions warrant such prohibition.

Program CP-1.4.3

On-Street Parking (New Development). Provide for additional on-street parking as a condition of approval of new development where right-of-way exists, parking can be provided without serious environmental degradation and on-site parking is provided.

Program CP-1.4.4

Signal Timing. Optimize the timing of the signalized intersections and install necessary equipment.

■ **Policy CP-1.5**

Encroachments. Manage encroachment on public street rights-of-way by private development.

Program CP-1.5.1

Encroachment Permits. Continue to require Encroachment Permits for private use of public rights-of-way.

Program CP-1.5.2

Right-of-Way Fees. Investigate appropriate fees for constructing structures within the right-of-way where it is found to be appropriate through the encroachment permit process.

Program CP-1.5.3

Review of Encroachments. Develop a consistent policy for addressing encroachment applications.

Objective CP-2.0

Manage Parking Demand. *Address commercial area parking demand while meeting residential area parking needs.*

■ **Policy CP-2.1**

Parking Standards. Establish parking standards for uses Citywide that will enhance economic development needs, design and historic preservation policies and safety policies.

Program CP-2.1.1

Zoning Ordinance (Parking). *Review and revise the Citywide parking standards.*

Program CP-2.1.2

Zoning Ordinance (Parking). *Consider amending the Zoning Ordinance to relate required on-site parking spaces for single family dwellings to the number of bedrooms in the dwellings.*

Program CP-2.1.3

Neighborhood Parking Needs. *Consistent with policy LU-1.9, review neighborhood parking needs to ensure that on-site parking is addressed.*

Program CP-2.1.4

Garages. *Strongly encourage that parking garages be used for their intended purposes.*

Program CP-2.1.5

Alternative Caledonia Parking Designs. *Explore alternative designs for on-street parking such as diagonal parking along Caledonia Street and its feeder streets.*

Program CP-2.1.6

Second Unit Ordinance (Parking). *Include parking needs in the development of a second unit ordinance.*

Program CP-2.1.7

Zoning Ordinance (Parking). *Include parking requirements in allowing liveaboards in recreational marinas.*

Program CP-2.1.8

Public Access. *Provide for dedication of public parking spaces where public access is required of development applications.*

■ **Policy CP-2.2**

Commercial Parking. Limit the land area for parking in City owned lots in the Downtown area to the 1990 level.

Program CP-2.2.1

Downtown Parking. Periodically review the parking dimensions of spaces in the Downtown parking lots and re-stripe spaces to reflect the current data.

■ **Policy CP-2.3**

Cooperation with Local Businesses. Work cooperatively with local business interests in developing programs to reduce traffic and parking impacts.

Program CP-2.3.1

TSM Ordinance. Continue to enforce the adopted Trip Reduction Ordinance which requires employers with 100 or more employees to provide incentives for their employees to use transportation alternatives to get to work.

Program CP-2.3.2

Downtown Parking Lots. Prepare a program in conjunction with the Downtown business community which identifies methods to minimize the use of Downtown parking lots for long-term parking.

Program CP-2.3.3

Employee Parking. Work with local businesses in establishing ways to reduce employee parking impacts on neighboring residential and commercial areas.

Program CP-2.3.4

Residential Parking Permits. Reevaluate the residential parking permit programs in residential neighborhoods.

■ **Policy CP-2.4**

Residential On-Street Parking. Increase the supply of on-street parking in residential areas in a manner which preserves neighborhood character, while giving priority to neighborhood residents, their guests and other Sausalito residents.

Program CP-2.4.1

Street Widening. Consider adopting an ordinance which could require developer widening of streets along property frontage where significant private development is approved and where neighborhood character can be preserved.

Program CP-2.4.2

Street Widening Funding. Develop a Citywide program which identifies areas of greatest parking need and proposes funding mechanisms for selective street widening.

Objective CP-3.0

Maximize Public Transit Service. Maximize the use of public transit as an alternative to the private automobile.

■ Policy CP-3.1

Public Bus Service. Encourage the maintenance of a safe, efficient and reliable bus service to provide an alternative to driving.

Program CP-3.1.1

Downtown Transfer Station. Investigate ways to improve the Downtown transit stop to be a full service transfer station.

Program CP-3.1.2

Enhance Bus Stops. Work with the Golden Gate Transit District to provide each bus stop in the City with rider enhancing amenities.

Program CP-3.1.3

Direct Commuter Service. Work with Golden Gate Transit to provide direct (no transfer) commuter service for people employed in Sausalito.

Program CP-3.1.4

Bus and Ferry Service Levels. Continue to work with the Bridge District when proposals for change from existing bus and ferry service levels are received.

■ Policy CP-3.2

Ferry System. Promote increased patronage of the ferries while still protecting the area near the ferry terminal from overly intensive use.

Program CP-3.2.1

Improved Service. Support the efforts of ferry service providers to provide better passenger service and more efficient loading areas.

Program CP-3.2.2

Information on Ferry Service. Encourage the ferry service providers to prepare information about the ferry as an alternative to the automobile to be distributed, with City assistance, to the local and San Francisco visitor industry.

Program CP-3.2.3

Bus/Ferry Connections. Encourage the transit district to improve the ferry and bus connection points as well as timing of the schedules.

■ Policy CP-3.3

Alternative Transportation. Improve the efficiency of the existing transportation system and reduce the reliance on the private automobile by emphasizing alternative transportation modes.

Program CP-3.3.1

Shuttle Service. Explore alternative forms of transit service such as shuttle service from remote parking sites and local shuttle bus service throughout the community.

Program CP-3.3.2

Information on Transit. *Work with local businesses to provide information pamphlets on transit alternatives for distribution at local stores and hotels.*

■ **Policy CP-3.4**

Park and Ride. Support limited park and ride areas for commuters which maximize safety and limit impacts on nearby residences or other uses.

Program CP-3.4.1

Work with CalTrans. *Work with CalTrans to encourage safe park and ride areas at the Spencer Avenue and Marin City freeway interchanges.*

Program CP-3.4.2

Work with Golden Gate Transit. *Work with the Golden Gate Transit District to coordinate the level of commute service with the amount of parking available and monitor the use of public parking by commuters.*

Objective CP-4.0

Enhance Bicycle and Pedestrian Circulation. *Enhance bicycling and pedestrian infrastructure and programs to reduce the use of motorized vehicles within the City and reduce conflicts between bicyclists, pedestrians, and motorists.*

■ **Policy CP-4.1**

Bicycle Master Plan. Plan, design, implement, and maintain bicycle infrastructure in Sausalito.

Program CP-4.1.1

Develop, implement, and maintain a Bicycle Master Plan. *Develop, implement, and maintain a Bicycle Master Plan to accomplish the following goals:*

- a) *Build upon and enhance the existing bikeway system, programs, and resources in Sausalito.*
- b) *Develop the bicycle system to meet the needs of commuters, recreational riders, and bicyclists of varying abilities and speeds, and link residential neighborhoods with local and regional destinations.*
- c) *Maximize multi-modal connections to the system.*
- d) *Improve bicycle safety conditions in Sausalito through bicycle education, safety, and enforcement programs.*
- e) *Identify and prioritize existing and future needs, and provide specific recommendations for facilities and improvements over the next 20 years*
- f) *Provide coordinated strategies to develop facilities and programs that support bicycling*
- g) *Maximize the receipt of State, Federal, and other grant funding for non-motorized improvements that can be received by Sausalito.*

- h) *Implement the proposed bicycle system and outline a comprehensive maintenance program.*
- i) *Develop a downtown bicycle corridor and promote Sausalito as a bicycle friendly destination.*

Program CP-4.1.2

Community Involvement. *Build and maximize community involvement in the planning process through workshops, surveys, public hearings, and coalitions with local businesses, clubs, and organizations that are served by the bicycle system.*

Program CP-4.1.3

Bicycle Coordinator. *Appoint the City Engineer to act as a bicycle coordinator to: a) act as a liaison to the City; b) act as a liaison to local bicyclists, clubs, and organizations, businesses, the media, and the community in general; c) review and/or complete funding applications; d) provide inter-departmental coordination; and e) provide coordination between Sausalito and neighboring jurisdictions and agencies.*

Program CP-4.1.4

Plan Consistency. *Compare the Bicycle Master Plan with all existing City, regional, State, Federal policy documents, and other General Plan Elements to assure consistency.*

Program CP-4.1.5

Update Plan. *Review and update the Bicycle Master Plan on a regular basis, consistent with CalTrans and General Plan Standards.*

■ **Policy CP-4.2**

North-South Bicycle Route System. *Identify a combination of short term projects (1-10 years) and long term projects (1-20 years) to develop a bicycle system from the GGNRA at the south entrance of the City, to the Mill Valley multi-use path at the north City limits, linking residential neighborhoods, commercial and visitor centers, key transportation areas, scenic shorelines with local and regional destinations (see Map GP-12).*

Program CP-4.2.1

Bridgeway Bikeway South (short term). *Install new lane striping, signing, and other improvements to enhance the Bridgeway corridor (Alexander Avenue, South Street, Second Street, Richardson Street, and Bridgeway) from the south City limits to Johnson Street as a largely Class III Bike facility with Class II facilities where feasible.*

Program CP-4.2.2

Bridgeway Bikeway North (short term). *Install new lane striping, signage, curb and median modifications, and other improvements to enhance the Bridgeway Corridor from Johnson Street to the North City Limits as a Class II Bike facility.*

Program CP-4.2.3

North-South Recreational Bikeway (short term). Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility to parallel Bridgeway from Johnson Street, through the Marinship area, and to the north City limits.

Program CP-4.2.4

Bicycle Parking in Public Areas (short term). Install bicycle parking and support facilities in public areas, parks, institutions, commercial and transportation centers, particularly the downtown and ferry landing area, after appropriate public hearing and design review approval.

Program CP-4.2.5

Bicycle Parking Standards (short term). Amend the Zoning Ordinance to require bicycle parking facilities and standards for new development and redevelopment and/or intensification of existing developed sites.

Program CP-4.2.6

Shoreline Pathways (long term). Require construction of segments of a shoreline pathway along the waterfront from Pine Street to the Gate Five Road as a condition of development applications, providing for a shared pedestrian/bicycle facility. Right-of-way acquisitions and City development of the shoreline path may be required to complete the path in areas that are already developed and where the path does not exist or has not been dedicated.

Program CP-4.2.6

Fort Baker Shuttle (long term). Work with the National Park Service to develop a shuttle system between Fort Baker and Sausalito that, aside from reducing automobile trips in Sausalito, can be used by bicyclists as needed to bypass the most constrained portions of the Bridgeway corridor from the Downtown to the south City limits.

■ **Policy CP-4.3**

Bridgeway Bikeway South: Long Term Solutions. Investigate and study long range solutions to either ameliorate or bypass the most constricted and/or congested conditions at Alexander Avenue, South Street, and Bridgeway South of the Downtown.

Program CP-4.3.1

Class I or II Bike Route Alternatives. Seek funding to study the feasibility of developing Class I or Class II bike facilities along the North-South bicycle route system, south of downtown through cooperative efforts of the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies. Potential alternatives include, but are not limited to: a) widening Alexander Avenue; b) constructing a pedestrian/bicycle tunnel bypass from East Road to the south end of Second Street; and/or c) removing the center median to allow two 17 foot wide multi-use travel lanes or constructing a pedestrian boardwalk to permit widening and installation of Class II bike lanes along the Bridgeway waterfront, from Richardson Street to Princess Street.

■ Policy CP-4.4

Bicycle Route Design & Standards. Assure that all existing and proposed bike routes, lanes, paths, and intersections are improved to the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of non-motorized travel.

Program CP-4.3.1

Bike Route Design.

Develop definitions and standards for bike routes, lanes, paths and intersections in the Bicycle Master Plan to comply with the design standards of CalTrans and the Metropolitan Transportation Commission.

■ Policy CP-4.5

Regional Bicycle and Pedestrian Trails. Continue to support the San Francisco Bay Trail, and Bay Area Ridge Trail, and other agencies and jurisdictions in their attempts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area.

Program CP-4.5.1

Signage Program. *Work with ABAG and the San Francisco Bay Trail Project in establishing a signage program for the portion of the Bay Trail that currently runs through the City.*

Program CP-4.5.2

South Connector Trail. *Work with ABAG and the San Francisco Bay Trail Project in providing a connector trail from the Ferry Terminal south to East Fort Baker.*

Program CP-4.5.3

Regional Bike Route Alternative. *Work with the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies to establish an alternate north-south connector bike route to bypass the urbanized areas of Sausalito and alleviate bicycle through-traffic on Bridgeway, particularly in the south corridor.*

■ Policy CP-4.6

Pedestrian Trails and Paths. Improve and extend existing public paths for use by residents and establish new pathway connections to complete the system as shown on map GP-12.

Program CP-4.6.1

Connector Segments. *Consider including the purchase of connector segments in the CIP to complete the pedestrian trail and pathway system.*

Program CP-4.6.2

Access Easements. *Require new projects, as appropriate, to dedicate access easements.*

Program CP-4.6.3

Paper Streets. Investigate the use of existing unimproved portions of public rights-of-way (paper streets as shown on map GP 12) as new pathway connectors.

Program CP-4.6.4

Private Encroachments. Identify private encroachments onto trail and pathway easements and restore those trails and pathways wherever possible.

Program CP-4.6.5

Trail Maintenance Coordination. Establish a maintenance program, in coordination with private property owners and other public agencies, for the regular maintenance of pathways and walkways.

■ **Policy CP-4.7**

Pedestrian Safety. Provide a safe walking environment along City streets and pathways.

Program CP-4.7.1

Coordination with School District. Coordinate with the School District to identify routes for children on the way to school.

Program CP-4.7.2

Lighting and Police Patrol. Study options to provide unobtrusive lighting and access for police patrol purposes on pathways and steps such as along Bridgeway and the waterfront (see Program HS-1.7.2).

Program CP-4.7.3

Regular Maintenance. Schedule regular maintenance to the City's pathways and steps in the CIP budget (see Policy EQ-2.5).

■ **Policy CP-4.8**

Waterfront Trail. Provide access to the waterfront for bicyclists and pedestrians at as many points as possible.

Program CD-4.8.1

Waterfront Bicycle and Pedestrian Plan. Implement the plan for a waterfront bicycle and pedestrian path system as shown on Map GP-12.

■ **Policy CP-4.9**

Handicap Accessibility. Facilitate access for the physically disabled to sidewalks and pathways throughout the City.

Program CP-4.9.1

Review of New Projects. Continue to review all projects for access for the physically disabled and require the installation of ramps and curb cuts in accordance with Title 24 of the California Administrative Code and the Americans with Disabilities Act of 1991.

Objective 5.0

Explore Funding Methods to Implement Local Improvements. *Explore methods to improve and fund local circulation, parking and public transit projects.*

■ Policy CP-5.1

Development Requirement. Assess developers of new and redevelopment projects their fair share of the cost of needed traffic and transit improvements.

Program CP-5.1.1

Assessment Districts. *Investigate the creation of assessment districts in Commercial and Industrial areas.*

Program CP-5.1.2

Maximize Transit Ridership. *Encourage improvements that will maximize ridership of public transit through project review of new development.*

Objective CP-6.0

Achieve a High Quality Regional Transportation System. *Cooperate with regional and county jurisdictions and agencies to achieve a high quality regional transportation system.*

■ Policy CP-6.1

Regional Transportation. Support the preparation of a regional transportation plan for the Highway 101 Corridor which includes projects which divert traffic from Sausalito streets.

Program CP-6.1.1

Highway 101 Corridor Study. *Continue to participate in and be represented on the Highway 101 Corridor Study Committee.*

■ Policy CP-6.2

Regional Funding. Support regional funding for expanded transportation projects if such a proposal contains adequate growth management controls and mass transit projects.

Program CP-6.2.1

Regional Traffic Mitigation Fee. *Consider adopting an ordinance which permits collection of regional traffic mitigation fees from local development when a model ordinance is proposed by the Countywide Planning Agency.*

■ Policy CP-6.3

CalTrans. Continue cooperative review of projects outside the City with Marin County and the California Department of Transportation.

Program CP 6.3.1

Marin City Development Improvements. *In the short term, work with Marin County and CalTrans to assure that the signals at the Highway 101 southbound off-ramp and Bridge Boulevard intersection and the Bridge Boulevard and Bridgeway intersection are coordinated and that green time is maximized for traffic bound for Sausalito.*

Program CP 6.3.2

Marin City Interchange Bridge Structure. *In the long term, work with Marin County and CalTrans to secure funding for rebuilding the Marin City Interchange bridge structure to comply with current CalTrans standards.*

■ **Policy CP-6.4**

Gateway to Sausalito. Provide access to Sausalito from the regional transportation system via the ferry system at the Downtown ferry terminal, the bus system along Bridgeway, and by vehicle traffic primarily from the north Marin City interchange with Highway 101.

Program CP-6.4.1

Sausalito Signing. *Work with CalTrans to ensure that the signing for Sausalito on Highway 101 continues to indicate the north Sausalito interchange at Gate 6 Road as the "Sausalito Exit" for all vehicular traffic.*

CIRCULATION AND PARKING BACKGROUND

The Circulation and Parking Element Background section describes the transportation and parking conditions and the impact of plan policies on future conditions. It outlines needed improvements to the roadway network to accommodate anticipated changes in the community. Finally, it describes the need for and intent behind other circulation and parking policies and their implementing programs.

■ Existing Transportation Conditions

Existing Transportation System

The Sausalito transportation network consists of one freeway, Highway 101, one arterial street, Bridgeway, several collector streets which connect Highway 101 with Bridgeway but which primarily serve the hillside residential areas, and many residential serving streets. In addition to streets, Sausalito is served by bus and ferry public transit systems and by several private tour bus operators. The City also has developed an extensive system of bicycle and pedestrian paths and routes.

Highway 101 is an eight lane freeway located along the western edge of the City and provides a bypass for traffic destined from the North Bay to the Golden Gate Bridge around Sausalito. Four interchanges on Highway 101 serve Sausalito including from south to north: Alexander Avenue; Spencer Avenue; Rodeo Avenue; and the Marin City interchange which connects with Bridgeway at Gate 6 Road.

Bridgeway is the major arterial City street in Sausalito and is located generally along or near to the waterfront from south of Downtown to the north City limits where it connects with Highway 101. For about one half mile to the south and north of Downtown, Bridgeway is a two lane street with a center mountable median lane for most of its length. From Napa Street to the north City limit Bridgeway is a four lane divided street with separate left turn lanes at most intersections.

The major transit service in Sausalito is provided by Golden Gate Transit which operates eight bus routes and a ferry to San Francisco. Golden Gate buses operate at a minimum of 30 minute headways throughout the day on Bridgeway and also provide service along Highway 101 stopping at Spencer Avenue interchange bus stops. A major transit transfer facility is operated by Golden Gate Transit just north of town at Marin City. Downtown Sausalito also functions as a transfer facility between buses and as the location where ferry feeder buses meet ferry passengers.

Ferry service to San Francisco is also provided by the privately owned and operated Red and White Fleet. Red and White also provides a limited service to Tiburon and Angel Island. Bus service to the San Francisco International Airport is provided by the Marin Airporter which stops at the Spencer Avenue freeway bus stop on 30 minute headways throughout the day.

Traffic System Classification

The City street system is composed of a hierarchy of streets which serve different functions in the collection and movement of traffic. Pavement width, sight distance and travel speed generally increase as one moves from minor streets to collectors and arterials. Street capacity and travel speed generally increase as one moves from minor local streets to collectors and arterials. Steep slopes and rough terrain limit street capacity due to narrow pavement width and short sight distance.

The classification of streets and highways along with typical standards and functions are described on Table 5-1 and shown on map GP-10.

Table 5-1

Streets and Highways Classification System

<u>CATEGORY</u>	<u>TYPICAL STANDARDS FOR TYPE OF STREET</u>		<u>FUNCTIONS</u>
Local Street	Number of Lanes Right-of-way Width Daily Traffic	2 40 feet or less 500 vehicles or less	Provide access to property and carry local traffic
Minor Collector Street	Number of Lanes Right-of-way Width Daily Traffic	2 40 to 60 feet 500 - 2,000 vehicles	Provide access to property and carry traffic to arterials
Major Collector Street	Number of Lanes Right-of-way Width Daily Traffic	2 40 to 60 feet 2,000 - 5,000 vehicles	Carry local traffic to the arterial system
Secondary Arterial Street	Number of Lanes Right-of-way Width Daily Traffic	2 or more 60 feet or more 5,000 - 20,000 vehicles	Connect major activity centers and important traffic routes
Primary Arterial Street	Number of Lanes Right-of-way Width Daily Traffic	4 or more 60 feet or more 20,000-50,000 vehicles	Connect the most important activities and travel routes
	Requires limits on driveways, separate turning lanes and are usually divided		
Freeway	Number of Lanes Right-of-way Width Daily Traffic	4 or more 100 feet or more 50,000-100,000 vehicles	Carry regional, interurban and interstate traffic
	Limited access, divided roadways		

Source: Robert Harrison, Transportation and Project Management

Most of the City street system is classified as local streets. The City has one freeway within its boundaries, Highway 101 which is operated by CalTrans, and one primary arterial street, Bridgeway north of Napa Street. Bridgeway from Napa Street south to Richardson Street and the continuation of the through traffic route via Richardson, Second and South Alexander Avenue are secondary arterial streets. The City's collector street system includes Harbor Drive, Marinship Way, Caledonia Street, Spencer Avenue and Monte Mar Drive. Specific street elements of the system include:

- (1) **Freeways:** Freeways are limited access facilities designed with four to ten travel lanes for routing traffic through the county (Highway 101).
- (2) **Arterials:** Arterials carry large volumes of traffic between concentrated traffic generators in the City (Bridgeway).
- (3) **Local Collectors:** Typically, local collectors are two lanes with improvements and width depending on age and terrain. Local streets feed into local collectors which, in turn, lead to arterials.
- (4) **Local Residential Streets:** Other streets in Sausalito serve only specific residential areas. Since the City extends up steep slopes and drainage ravines, topography creates the most serious circulation constraint. The strong desire to preserve native trees and brush cover and avoid erosion problems also discourage the construction of other than minor access ways with narrow roadbed benching and minimal cuts and fills in steeper slope areas.

Use of Public Transit

The use of public transit for commuting and other daily trips is higher in Sausalito than in any other Marin community. The City does not directly provide any public transit services but works with Golden Gate Transit to provide necessary support services such as transit shelters which improve the quality of transit service.

The tradition of higher public transit use is based on the early days of the City when it served as the transfer point for the Marin County commuter railroad and ferry system. Sausalito generated patronage on the bus and ferry systems, excluding visitors, is estimated to be about 2,200 riders on a typical week day. This level of transit use represents about 4.5% of the total daily trips made by Sausalito residents and workers.

Tourist Traffic

Of particular interest in Sausalito is the share of traffic which can be associated with the tourist industry. It is clear that the worst traffic problems occur on weekends in the Downtown area and that for the rest of the City street system there is relatively little traffic congestion. Visitor trip making ranges from a low of 10% of total trips on a Winter weekday to 37% of total trips on a typical Summer weekend day. The data are based on citywide trip making. The visitor trips as share of total would be much higher if just the Downtown area were considered.

Most visitors, about 90%, come to Sausalito in automobiles. About 6% of visitors use the Golden Gate and Red and White ferries and most of the remaining visits are made on buses. A very limited number of visitors come by other means such as taxi, bicycle or walking. The heavy reliance by visitors on the automobile as the primary mode of access to Sausalito is the key to the traffic and parking problems experienced in the Downtown area on peak season weekend days.

Parking Needs

Parking has been identified by both residents and business owners as a serious problem. The problem appears to have two separate but equally difficult components: (1) Parking in the Downtown area where, as described above, visitor parking demand on certain days each year overloads all existing spaces and makes use of the Downtown by local residents and business owners difficult and, (2) parking in residential areas where there is not adequate parking space on the existing narrow city street system.

There are about 1,100 parking spaces, both public and private, in the Downtown area on weekend days and about 1,000 spaces available on week days. There are more weekend spaces available because some of the spaces reserved on week days for long term use by employees are not needed on the weekends.

In the Downtown area on busy weekend days, there are periods of time when parking demand exceeds the available parking supply. Visitor parking demand in the Downtown area on typical Summer weekend days is estimated to exceed 1,200 spaces at certain times. This leaves virtually no parking available on Summer weekends in the Downtown area for residents. At times other than Summer weekends, visitor parking demand is less and may not exceed total supply. However, even on weekdays in the Summer and on mild clear weekend days in the Winter, the demand for visitor parking presses the capability of the existing parking supply.

The problems of parking in residential areas stem from the fact that many of the hillside streets which serve these areas are narrow and do not allow adequate space for safe on-street parking. In addition, some of the older developments in hillside areas may not provide adequate off-street parking forcing residents and particularly visitors to seek parking space on nearby streets.

In the Marinship area, Schoonmaker Beach provides an opportunity for public access to a beach and shoreline pathway. When the property on which the beach is located was developed, only six (6) public parking spaces were required and provided. Due to the popularity of the beach area, the public parking that is provided has proved to be inadequate. Therefore, over the life of this Plan, every opportunity to provide additional public parking in this area should be explored.

■ Future Transportation Conditions

Projected Travel Demand

As discussed above, travel demand in Sausalito is composed of two major components; travel which results from the activities of the residents and workers of the City and, travel which is generated by visitors to the City. This section describes the projection of travel due to increased economic activity in the City. Projected travel demand due to increased tourism is described in the following section.

The future maximum development potential of the City, as defined by the Land Use policies recommended in the Plan, is described in Table 2-2 and Table 2-3 in the Land Use Element. In addition to the trips generated by the build out of the revised policies of the Sausalito General Plan, the trips generated by development proposed for the Marin City USA Project, the Tam Valley and Shoreline areas and for Mill Valley are added to the Sausalito street network for future year analysis.

The existing vehicle trip generation due to Sausalito residents and workers is about 45,000 trips per weekday. If full build out were to be achieved, pursuant to the General Plan policies, there would be approximately 10,177 new trips added to this total daily trip generation or an increase of about 23%. As discussed below, this increase in vehicle trip generation could have a significant impact on the operation of the city street system.

Projection of Growth in Visitor Traffic

A significant portion of the total traffic in Sausalito is generated by visitors to the City. Annual visitors to Sausalito are projected to grow from 6.1 million in 1990 to 7.4 million by 2005. On a busy Summer weekend day, there are about 34,000 visitors in the City. Peak day visitation is projected to grow to nearly 40,000 visitors by 2005. The number of vehicles used by visitors is estimated for 1990 and projected for 2005 on Table 5-2.

Also shown on Table 5-2 is the Downtown parking required for the estimated 1990 and projected 2005 visitation levels. As is the existing condition, at certain times on some Summer weekend days the demand for parking in 2005 would exceed the supply. Under the General Plan, parking demand will exceed the existing parking supply of 1,100 spaces by about 200 vehicles at peak times on the busiest weekend days in 2005. If parking demand were to be fully satisfied, 300 new parking spaces would be needed in the Downtown area. The added parking area would use nearly an acre of valuable water oriented lands and would mean that traffic would increase by 6% over the traffic expected if the Plan's policies to limit parking are fully implemented.

Table 5-2

Visitor Vehicles and Downtown Parking Requirements - 1990 and 2005

	1990		2005	
	<u>VISITOR VEHICLES</u>	<u>PARKING REQUIREMENTS</u>	<u>VISITOR VEHICLES</u>	<u>PARKING REQUIREMENTS</u>
SUMMER PEAK MONTH				
Weekend Day	11,300	1,230	12,000	1,310
Weekday	7,900	860	8,900	970
TYPICAL OFF PEAK MONTH				
Weekend Day	6,900	750	7,700	840
Weekday	4,000	440	4,500	490

Source: Robert L. Harrison, Transportation and Service Manager

Public Parking Restrictions

Based on the policies in the General Plan, the amount of public land area provided in the Downtown for public parking would not be increased in any amount or decreased by greater than five percent from the existing level. The limitation on parking area in the Downtown is planned to be an important aspect of keeping Sausalito as livable for residents as possible. The limits on the area available for parking will affect the supply of parking in the Downtown. It is anticipated that programs like re-striping the public parking lots may provide modest increases in the amount of spaces available in the public parking lots. Parking structures may also increase the amount of available parking spaces, but only if such structures are found to be appropriate after further consideration by the City.

Residential On-Street Parking

The policies in the General Plan concerning parking problems in the residential neighborhoods attempt to balance the desire of the community to retain the existing character while addressing the need to accommodate the automobiles which will remain a permanent part of life in Sausalito. While recognizing that residents should be given first priority for use of limited street parking, the City will reevaluate the success of residential permit parking programs to address visitor and commercial overflow parking in residential neighborhoods.

The City must also assure safety of residential neighborhoods by continuing to provide for adequate clearance for emergency vehicles in the hills. One approach is to restrict parking in certain dangerous locations. Restricting parking only goes so far in addressing the need to maintain adequate clearance. Recognizing the fact that automobiles will remain a primary means of transportation for residents, at some point the need exists to provide additional on-street parking opportunity.

The community has expressed a strong desire to maintain the local streets in hillside areas as they are. At the same time, the demand for on-street parking and the need to assure safe access along

streets in the City remain strong. The Plan envisions the need to take advantage of opportunities to increase the supply of on-street parking wherever possible when significant private development is proposed but only where neighborhood character can be preserved. It is important that the City begin to prepare an inventory of areas where on-street parking is needed and to develop a program to begin to address the shortfall.

Private Parking Standards

Any new private development in the City should provide for needed parking, particularly residential development in neighborhoods where parking is in short supply. Recognizing that providing all parking on site can be difficult, given the built out nature of Sausalito, the parking standards should be reviewed to determine whether parking need can be satisfied so as not to discourage other City goals. Rigid parking requirements can discourage certain types of commercial uses, can encourage historic buildings to be torn down to accommodate greater parking demand, and can require more excavation of hillside properties.

In commercial areas, the following alternatives will be considered:

- (1) Establishment of an "in-lieu" parking fee program in the Caledonia Street area to provide for more public parking adjacent to commercial properties through such means as diagonal striping.
- (2) Modification of standards in Downtown to provide that all desired uses have the same parking requirement.
- (3) Allowing, but limiting, the number of high parking generating uses in the Downtown and Caledonia Street.
- (4) Allowing broader use of valet and tandem parking and off-site parking with shuttle service.

For residential projects in mixed use areas, the following alternatives will be considered.

- (1) Reducing requirements for residential units in mixed use projects.
- (2) Consideration of flexible parking standards for second units depending on street parking capacity and safety issues.

Intersection Level of Service (LOS)

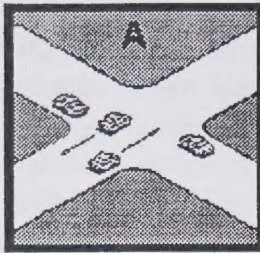
It is standard practice to categorize the quality of traffic flow in terms of "Level of Service" (LOS) categories. The Level of Service of an intersection is a grading system used by traffic engineers to rank the efficiency of each intersection in handling peak traffic loads. Level of Service is measured in terms of the delay experienced by the average motorist passing through the intersection. At Level of Service A or B there is little or no delay. Level of Service E and F indicate long delays and severe congestion. The congestion experienced at Level of Service D is often described as the maximum delay acceptable to the average motorist. Level of Service C represents a condition with limited congestion and is widely accepted as a desirable level of

traffic operation. The graphic and explanation below summarizes the LOS categories.

In 1984, prior to the preparation of the Marinship Specific Plan, the Sausalito City Council adopted a resolution which established general guidelines to be applied in review of applications for discretionary entitlements while the Marinship area was under study. One of those guidelines was the establishment of Level of Service C as the maximum acceptable traffic congestion for Bridgeway.

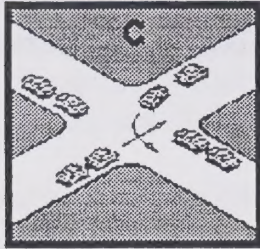
In 1985 the citizens of Sausalito adopted the Sausalito Fair Traffic Limits Initiative. This initiative reduced density standards in commercial and industrial zones. Though not mandated in the initiative, the desire to maintain Level of Service C was discussed in the preamble to the document as one reason for the density reductions. The General Plan recognizes that desire and establishes LOS C as the goal reflected in land use and traffic policies.

Level of Service Illustration



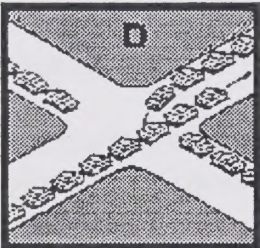
Level of Service "A" ($V/C \text{ ratio} \leq .59$)

- Free flow conditions
- Low volumes
- High operating speed
- Uninterrupted flow
- No restriction on maneuverability
- Little or no delay
- Drivers maintain desired speeds



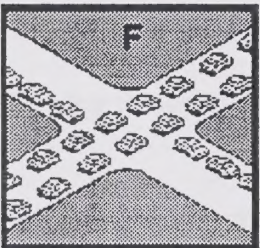
Level of Service "B" ($V/C \text{ ratio } .60 - .69$)

- Stable flow condition
- Operating speeds beginning to be restricted



Level of Service "C" ($V/C \text{ ratio } .70 - .79$)

- Stable flow but speed and maneuverability restricted by higher traffic volumes
- Satisfactory operating speed for urban conditions
- Delays at signals



Level of Service "D" ($V/C \text{ ratio } .80 - .89$)

- Approaching unstable flow
- Low speeds
- Major delays at signals
- Little freedom to maneuver

Level of Service "E" ($V/C \text{ ratio } .90 - .99$)

- Lower operating speeds
- Volume at or near capacity
- Unstable flow
- Major delays and stoppages

Level of Service "F" ($V/C \text{ ratio } 1.00+$)

- Forced flow conditions
- Low speeds
- Volumes below capacity, may be zero
- Stoppages for long periods because of downstream congestion

Source: Highway Capacity Manual,
National Academy of Sciences

Calculation of Level of Service

It is necessary to examine the operation of critical points in the street system at peak hours in order to fully understand how the local traffic system functions. The points which usually limit the capacity of a local street system are its intersections between important arterials. In Sausalito, the operation of the City street system may be measured by the way that Bridgeway, the City's only arterial, operates.

The impact of traffic added by the allowed development on the operation of each signalized intersection along Bridgeway is measured by calculating the intersection LOS for existing and future conditions. Existing Level of Service is based on weekday afternoon peak hour and weekend day peak hour traffic counts taken in August, 1991.

The Volume to Capacity Ratio (V/C) is also usually shown for each signalized intersection. The V/C ratio is useful to see the impact of a change in traffic counts at a greater level of detail than is provided by the Level of Service. V/C measures the relationship of the volume of traffic which makes the critical moves in an intersection to the capacity of the intersection to serve that traffic.

The operation of the intersections along Bridgeway is generally very good. On weekday afternoons, all of the intersections studied operate at service level A or B except for Johnson Street and for the stop sign controlled intersection at Napa Street. At Johnson Street the service level is an acceptable level C. At Napa Street, the traffic which is controlled by a stop sign experiences significant delay - service level E/F - as it attempts to cross or turn onto Bridgeway.

Weekday afternoon traffic in the Downtown area is relatively light. However, the capacity of these intersections is reduced by significant pedestrian activity and there can be some delay for motorists at certain times. Overall, weekday afternoon peak hour conditions were very good when the 1991 traffic counts were taken at the intersections of Bridgeway with Bay and Princess Streets.

With the exception of the Downtown area, weekend day peak hour traffic experiences less congestion than does week day peak hour traffic. In the Downtown, Princess Street operates with limited congestion at service level B and Bay Street operates with significant congestion at service level D. On some peak visitation weekend days, e.g. Art Festival Weekend, congestion is worse than the conditions described on Table 5-3. The data shown on Table 5-3 are based on traffic counts taken in August, 1991.

If no improvements are made to the capacity of any of the intersections studied, the addition of the traffic which would be generated by the new development projected in the General Plan, combined with the traffic projected for new development in areas outside Sausalito, would result in some degradation of the operation of the intersections along Bridgeway. Without added street capacity, five of the ten intersections studied would operate at service levels below the level C established as the goal in this General Plan.

Table 5-3

Intersection Level of Service (LOS) and Volume to Capacity Ratio (V/C)

INTERSECTION OF BRIDGEWAY WITH:	1991 CONDITIONS		PROPOSED GENERAL PLAN + CUMULATIVE		W/PROPOSED PLAN IMPROVEMENTS(1)	
	V/C	LOS	V/C	LOS	V/C	LOS
WEEKDAY AFTERNOON PEAK HOUR						
Gate 6 Road	0.66	B	0.93	E	0.79	C
Gate 5 Road	0.60	A/B	0.79	C		
Coloma Street	0.51	A	0.68	B		
Harbor Drive	0.69	B	0.91	E	0.76	C
Nevada Street	0.48	A	0.61	B		
Easterby Street	0.49	A	0.77	C		
Napa Street	*	E/F	0.92	E	(Note 3)	
Johnson Street	0.74	C	0.88	D	0.83	D
Bay Street	0.62	B	0.84	D	(Note 3)	
Princess Street	0.54	A	0.75	C	(Note 3)	
WEEKEND DAY PEAK HOUR						
Gate 6 Road	0.66	B	0.88	D	0.71	C
Gate 5 Road	0.54	A	0.69	B		
Coloma Street	0.47	A	0.61	B		
Harbor Drive	0.69	B	0.80	C/D	0.73	C
Nevada Street	0.45	A	0.56	A		
Easterby Street	0.46	A	0.69	B		
Napa Street	*	E	0.80	C/D	(Note 3)	
Johnson Street	0.72	C(2)	0.95	E(2)	0.78	C(2)
Bay Street	0.87	D	1.13	F	(Note 3)	
Princess Street	0.63	B	0.83	D	(Note 3)	

* V/C not calculated for stop sign intersections. LOS shown is for Left Turns from Napa Street.

Notes

- 1: Recommended policy on street improvements as described in the text.
- 2: Level of Service may be set by downstream congestion at Bay Street.
- 3: No street improvements are recommended for this intersection.

Source: Robert L. Harrison, Transportation and Service Manager

On week day afternoons, severe congestion, service level E, would exist at Gate 6 Road, Harbor Drive and Napa Street. Significant congestion, service level D, would occur at the Bay Street and Johnson Street intersections with Bridgeway. The intersections of Bridgeway with Gate 5 Road, Coloma Street, Nevada Street, Easterby Street and Princess Street would operate at the desired service level C or better

On weekend days, severe congestion, service levels E or F, would exist at Johnson and Bay Streets. Significant congestion, service level D, would occur at the Gate 6 Road, and the Princess Street intersections with Bridgeway. The intersections of Bridgeway with Napa and Harbor would operate between service level C and D. The intersections of Bridgeway with Gate 5 Road, Coloma Street, Nevada Street and Easterby Street would operate at the desired service level C or better.

Planned Street Improvements to Mitigate the Impacts of Plan Development

In order to fulfill the requirement that the development policies of the General Plan be fully coordinated with the recommended transportation system, certain street improvements are needed to achieve service level C or better at all intersections except those in the Downtown area. The improvements recommended at each intersection are discussed below.

Gate 6 Road Intersection. This intersection is assumed to be reconstructed as described in the EIR for the Marin City USA Project. The changes which would be provided include: An additional southbound through lane from Highway 101 into Sausalito; the redesign of the eastbound right turn from a single free right lane to two right turn lanes which would be controlled by the traffic signal; and an additional eastbound left turn lane.

In addition to the above improvements, the construction of a north bound right turn lane would permit the intersection to operate at service level C, V/C 0.79 on week day afternoon peak hour and 0.71 on weekend day peak hour. This intersection improvement is not necessary to accommodate Marin City development. However, it will be needed at some point in the future to accommodate additional development in Sausalito. The Plan anticipates that the City will fund the addition of the right turn lane when traffic conditions warrant such an improvement.

Harbor Drive Intersection. In order for this intersection to operate at service level C under planned build out development traffic loads, its capacity would need to be increased by adding a new northbound right turn lane and adjusting the signal to allow the intersection to operate with a maximum westbound right turn capacity. The additional northbound right turn lane could be added without disruption to existing buildings or developed areas. In addition, the southbound left turn lane should be lengthened to at least 300 feet in order to provide adequate storage for cars waiting to make the left turn from Bridgeway during morning peak hours.

Johnson Street, Bay Street and Princess Street. The Plan recognizes that these signalized intersections are not subject to the policy which requires a Level of Service C or better. It is not physically possible to expand these intersections without significant impact on the built and natural environments. In addition, the economic viability of the Downtown area is dependent on a high level of pedestrian activity. Large pedestrian crowds in the Downtown, particularly on busy weekend days, makes a high level of traffic service at these intersections difficult to achieve. Street improvements which might better serve vehicle traffic could be a detriment to the existing atmosphere of bustling pedestrian and bicycle activity.

Minor improvements in the form of striping separate left/through and right turn lanes will be needed on the Johnson Street approaches to its intersection with Bridgeway. With these minor

improvements, the Johnson Street intersection would operate at service level D on weekdays. On weekend days the operation of Johnson Street is often set by the downstream congestion found at Bay Street. Under plan build out traffic, Bay Street is projected to operate with severe weekend day peak hour congestion meaning that Johnson Street may also be highly congested at peak hours.

Under the planned development full traffic load, Bay Street is projected to operate at service level F at the peak hour of Summer weekend days. This would mean that traffic would have to wait through more than one red light and long queues of vehicles would develop. It is very difficult to provide improved traffic service at this intersection due to the heavy pedestrian flows across Bridgeway on both sides of Bay Street. A program which would organize the pedestrians to cross in large groups at a single point could be implemented. However, the confinement of pedestrian activity could have a deleterious effect on the Downtown atmosphere. In order to assure the continued economic health of the Downtown area, the balance between a good service level for pedestrians versus an improved service level for vehicles should tip in favor of the pedestrian at this intersection.

Napa Street. Even though Napa Street is not a signalized intersection, traffic studies show that this intersection also operates at a level of service below "C". However, it is only the eastbound traffic lane that is affected by the substandard level of service. To correct the substandard level of service grade, it would be necessary to signalize the intersection. Although signalizing this intersection would bring the level of service to a letter grade "C", the resulting effect would be unnecessary delay and inconvenience to north and south bound traffic.

Marinship Roadway Improvements. The Marinship Specific Plan identifies a circulation plan for the Marinship area. The General Plan recognizes that roadway network which includes improvement of Marinship Way between Easterby and Harbor Drive and the designation of the segment of Marinship Way between Harbor Drive and the Marinship Loop Road as one-way southbound. Any development of properties in the Marinship will require consistency with the circulation plan described in the Specific Plan.

Timing of Improvements. Traffic analysis of land use entitlements provided for in the General Plan shows that maximum potential build out of the City can occur and maintenance of a level of service "C" can be achieved as long as the traffic improvements discussed above are constructed.

The General Plan calls for establishing a monitoring program which will be designed to monitor the flow of traffic along Bridgeway. It is the intent of this program to develop a data base from which the City will be able to determine the level of service letter grade of each signalized intersection along Bridgeway. Once it can be clearly established that the level of service is approaching a letter grade of "D", implementation of the planned street improvements will be presented to the City Council in the five (5) year CIP budget.

■ Other Transportation Issues

Encroachments

Most of the streets and sidewalks in Sausalito do not occupy the entire public right-of-way. This is especially the case for the streets on Sausalito's hillsides. Because of the difficulty in accessing many of the City's steep parcels, many property owners desire to use the vacant portion of the right-of-way adjacent to the street to locate private structures such as garages, parking decks, and stairways.

The City has historically permitted individual property owners to use the right-of-way through granting of encroachment permits from the City Council and only when the City does not plan future road widening in the area and exceptional need can be shown. While the Plan does not call for the prohibition of encroachments, it does call for their continued detailed review by the appropriate public hearing bodies. Primary in that review should be the need to preserve the right-of-way for future on-street parking or other public use. Further, there should be consistency in the review and granting of encroachment requests. The Plan also provides for the investigation of the possibility of compensation to the City for the private use of these public areas, but only when the use for on-street parking has been determined to be unnecessary.

Public Transit Service

Sausalito is fortunate to have two forms of public transportation, those being bus and ferry service. In order to improve the ridership, the Plan encourages improving the transit amenities, such as covered shelters, and supporting local shuttle bus service from the neighborhoods to the bus stops and the ferry terminal.

Park and Ride

The single park and ride area within the City's limits is located at the western most point of Spencer Avenue at Highway 101. This area is extensively used by commuters. Not only is the paved parking lot next to Fire Station #2 used, but both sides of the road running parallel to Highway 101 and the unpaved parking area on the east side of the Highway. The practice of parking on the shoulder of the road when the parking areas have become full is a practice the City wants to curtail. By parking on the shoulder, and sometimes on the highway embankment, the vehicles block sight lines and clutter the highway access road. The Plan calls for the creation of more parking areas for commuters who catch public transit at the highway.

Bicycle Master Plan

Due to its key location and scenic qualities, Sausalito is a popular bicycling destination. Aside from its many waterfront amenities, Sausalito is a gateway between the residential communities of Marin County to the north and the Golden Gate National Recreation Area (GGNRA) and the City of San Francisco to the South. As such, the North-South Bridgeway corridor of Sausalito serves significant populations of commuter, touring, and recreational bicyclists from both within and outside the City. Counts of over 3,900 cyclists on a weekday have been made on the Golden Gate Bridge, many of whom pass through Sausalito. The City conducted a 1999 count during a January weekday, finding 423 bicyclists passing through Bridgeway during daylight hours. Another count on a September weekend day found 1378 bicyclists passing through the south city

limits on Alexander Avenue. High volumes are expected to use the corridor on weekends, particularly on warm summer days. Further, the City expects that bicycle use in Sausalito will only intensify with increasing populations and traffic congestion in the Bay Area.

In 1998, the City Council appointed a Bicycle Safety Task Force, composed of City representatives, community members, business owners, and bicycle activists, to address growing concerns regarding conflicts between bicycles, vehicles, and pedestrians. After several meetings, surveys, and public workshops, the Task Force developed a Bicycle Master Plan outlining a comprehensive north-south bikeway system and identifying education, safety, and enforcement programs to improve bicycle safety and enhance the use of non-motorized travel within the City. The Bicycle Master Plan shall function as an implementation tool of this Circulation and Parking Element and shall be utilized to secure Federal and State funding for recommended infrastructure improvements.

North-South Bicycle System

It is the City's goal to connect all areas of the City by a north-south system of Bicycle routes, lanes, and paths. The definitions and standards to be used in developing such a system shall be identified in the Bicycle Master Plan and shall be consistent with the design standards of CalTrans and the Metropolitan Transportation Commission. The proposed system consists of three (3) major components:

Bridgeway Bikeway South. A largely Class III bike route, with portions of Class II facilities, from the south City limits through the Downtown to accommodate all types of bicyclists. Advisory signs, such as "Bike Route" and "Share the Road", along with improved surfacing and lane striping are proposed to enhance safety along this portion of the Bridgeway corridor.

Bridgeway Bikeway North. A Class II bike facility from the Downtown to the north City limits to accommodate largely commuters and advanced touring cyclists. Advisory signs and bike lanes are proposed to separate bicyclists from vehicular traffic and improve safety conditions along this portion of the Bridgeway corridor.

North-South Recreational Bikeway. A combination Class I and II Bike facility from the Downtown to the north City limits to serve recreational riders, visitors, and novice cyclists. Improvements to existing bike path facilities, development of new in-fill paths, and the installation of bike lanes are proposed to improve safety conditions and enhance this existing bike facility which parallels Bridgeway and accesses the Marinship area.

Potential long-term alternatives to improving the Bridgeway Bikeway South as a largely Class I and/or Class II Bike Facility should be studied to address increasing populations of Bicyclists. Other long term goals include: a) completion of the shoreline bicycle/pedestrian pathway along the Marinship waterfront as a requirement of development projects; and b) development of a shuttle system between Fort Baker and the Downtown that can be used by bicyclists to reduce the number of automobiles in Sausalito and bypass the constrained portion of Bridgeway and Alexander Avenue.

Pedestrian Route Standards

It is the City's goal to connect all areas of the City by a system of pedestrian routes and paths. Sidewalks shall be installed and improved where possible and particularly in the rectilinear and low to moderately sloped blocks of Old Town, New Town, Spring Street, and the Nevada Street Valley. New or improved sidewalks should be required as a condition of development and/or redevelopment in those areas. Pedestrians may also utilize bike paths as multi-use paths, although sidewalks largely parallel the proposed north-south recreational bike facility. Definitions and standards to be used in the development of such a system are described on Table 5-4.

Table 5-4

Pedestrian Routes Definitions and Standards

WIDTH OF BICYCLE/PEDESTRIAN PATHS ¹

Sidewalks (No Bicycles)	5 feet
Sidewalks (Heavy traffic areas)	10 feet
Combination bike path and pedestrian route	12 feet*

* Subject to change per Caltrans Standards

Regional Bicycle Paths and Hiking Trails

Sausalito is a popular bicycling, walking, and hiking destination and through route due to its proximity to the Golden Gate Bridge and the rest of Southern Marin. The trail system through Sausalito has been the focus of two regional trail advocacy groups. The two groups are the San Francisco Bay Trail Project and the Bay Area Ridge Trail Committee.

The San Francisco Bay Trail Project is attempting to create a pedestrian and bicycle trail that will circle the entire Bay Area along the San Francisco Bay shoreline. Sausalito has endorsed this project and the Bay Trail does run through the City limits. Currently, the City has endorsed the Bay Trail only from the Ferry Terminal to the northern City limits. It is the desire of both the City and the Bay Trail Project to connect the trail with East Fort Baker. The City will work with trail advocates to attempt to resolve the safety issues.

Sausalito also seeks to work with other regional agencies, such as the County of Marin, Caltrans, and the National Park Service, to establish an alternate north-south bicycle path to allow through traffic to bypass Sausalito and alleviate bicycle congestion on Bridgeway. Such an alternate path may serve as a needed portion of the Bay Trail and/or Bay Area Ridge Trail.

Local Pedestrian Trails and Paths

Independent of any regional pedestrian trail, the City has many small connector pathways and trails between streets and neighborhoods. Many of these pathways and trails include stairs as is the case with Excelsior Lane and the North Street Steps. The Plan recognizes the importance of these connectors as unique to Sausalito and a part of its natural beauty.

In recognition of this importance the Plan calls for the completion of those pathways that are not complete and the construction of new pathways to complete the pathway system Citywide. When Capital Improvement Programs are prepared, consideration should be given to improving City controlled rights-of-way or paper streets that can be utilized for pedestrian access.

Encroachments of private structures, most commonly fences, have occurred on segments of the pathway system. It is important that these structures be identified and removed so that interrupted pedestrian links can be restored.

For those connecting pathways that currently exist, the Plan calls for the active maintenance of these pathways to ensure their good repair and pedestrian safety. As is the case with the City's parks, the Plan calls for the active involvement of volunteers and neighboring property owners in assisting the City in maintaining the pathway system. Map GP 12 shows, in detail, the locations of the City's pathways and trails.

Waterfront Trail

Since the mid to late 1980's, the City has been requiring that shoreline development in the Marinship construct shoreline pathways for both pedestrians and bicyclists. This requirement provides more access to the waterfront for Sausalito's residents. This Plan calls for the continuation of this practice and to actively encourage key property owners to extend the trail through their properties. The ultimate goal of the City is to have a waterfront trail that extends from the boardwalk at the foot of Main Street to the northern City limits.

Funding Sources

In order to implement the policies identified in this element, the City must identify funding sources to complete the needed improvements. One source is the establishment of assessment districts in specific commercial and industrial areas which would collect a fee based on the amount and type of development that would be permitted. This approach is anticipated in the Marinship Specific Plan.

The City will pursue any available state or federal funding for roadway or transit improvements and will continue to participate in the Marin County Congestion Management program.

Regional Transportation

Solutions to transportation problems facing Sausalito cannot be achieved without cooperation and joint planning with all Marin jurisdictions. Recognizing this the City is committed to working jointly on regional transportation planning efforts. These include the Highway 101 Corridor Study Committee and the County Planning Agency acting as the Congestion Management Authority.

Countywide efforts include the development of a Transportation Systems Management (TSM) Program and the establishment of a Regional Traffic Mitigation Fee. The City will work with other Marin cities and the County of Marin in the development of these and other regional transportation efforts. It is the City's position that transportation improvements should address existing deficiencies and accommodate managed growth in the County. Any regional transportation program should include mass transit projects.

CalTrans

The City will take an active role in cooperating with the California Department of Transportation (CalTrans) in the improvement of the efficiency and safety of Highway 101 as well as the administration of CalTrans owned lands within the Highway 101 right-of-way. The specific project identified as a future improvement that should occur within the lifetime of this Plan is the reconstruction of the Marin City Interchange Bridge.

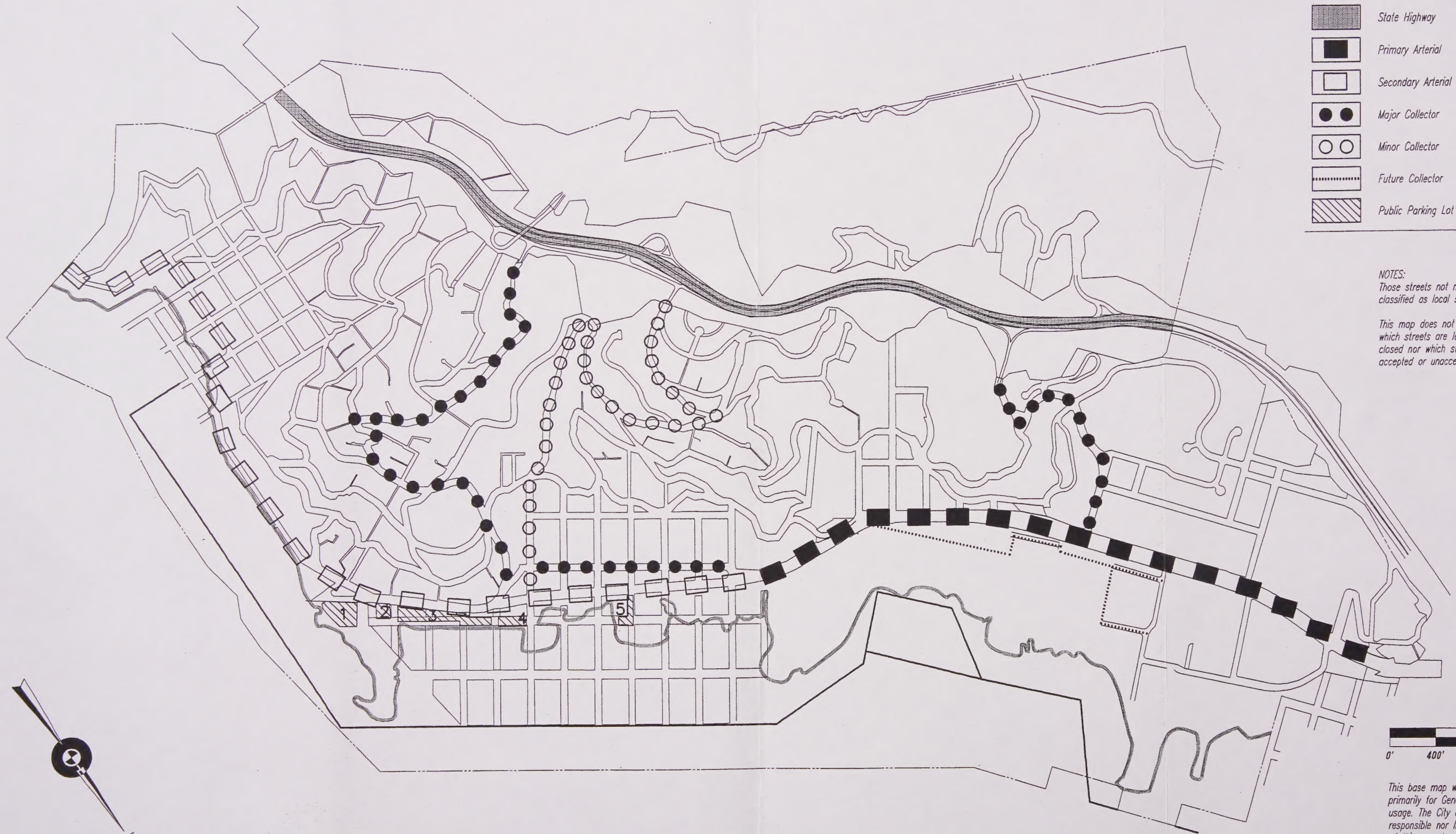
Although the City has agreed to support the interchange design proposed as part of the Marin City USA project, it is seen as a temporary solution to the improvement of that intersection. The primary concern of the City is that the pillars that support the highway overpass also create a hazard to vehicular safety on Bridge Boulevard. The County of Marin has agreed to support the City in continuing to request CalTrans to fund the rebuilding of the interchange.

The City will also make every effort to promote the northern Sausalito entrance at the Marin City Interchange as the primary entrance for people visiting Sausalito. No signage should be provided by CalTrans at the Alexander Avenue exit to Highway 101 identifying this exit as the Sausalito exit. The three other access points to the City from Highway 101, Alexander, Spencer and Rodeo Avenues, should continue to be viewed and promoted as access points for local traffic.

LEGEND	
	State Highway
	Primary Arterial
	Secondary Arterial
	Major Collector
	Minor Collector
	Future Collector
	Public Parking Lot

NOTES:
Those streets not mapped are classified as local streets.

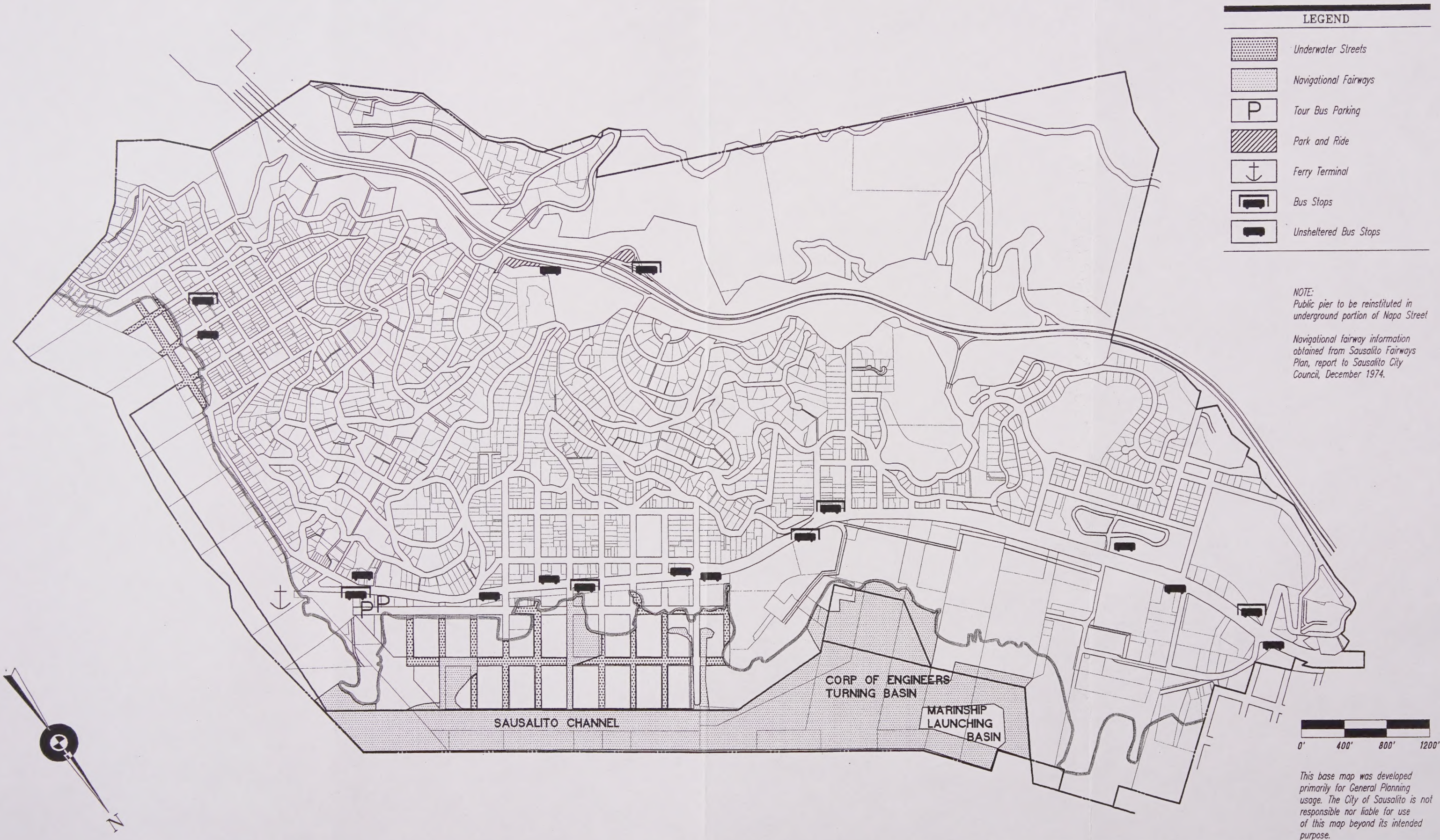
This map does not purport to show which streets are legally open or closed nor which streets are legally accepted or unaccepted.



0' 400' 800' 1200'

This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.





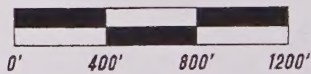






LEGEND	
	Paper Streets
	Shoreline Public Access Path
	Potential Shoreline Public Access Path
	Bicycle Path
	Potential Bicycle Connector Path
	Pedestrian Paths and Steps

BICYCLE PATH CONTINUES
THROUGH SHORELINE TO
MILL VALLEY



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ENVIRONMENTAL QUALITY ELEMENT

Section 2.1

INTRODUCTION AND PURPOSE

Natural features and resources have shaped the growth, form and character of the City of San Jose. A central purpose of the General Plan, therefore, is to build upon San Jose City policy and practice to protect the City's natural resources and open space.

Environmental Quality opens two broad potential dangers of the General Plan. There are open space and preservation. The intent of the policies in this element are to maintain and restore the natural resources including native vegetation and wildlife habitats that exist within the developed portions of the city, and to protect and manage undeveloped areas with open space and conservation values. Policies are also directed toward improving water and air quality as well as conserving water and energy and reducing solid waste. Management actions provided guidance to the City in maintaining existing and developing new diverse and expanded opportunities for quality recreation.

Section 2.2

OBJECTIVES, POLICIES AND PROGRAMS

The Environmental Quality Element presents the City's objectives, policies and implementing programs for environmental issues. The issues covered in this element are guided by the following objectives:

- 2.1 Preserve Public Open Space
- 2.2 Maintain and Expand the Parks and Recreation System
- 2.3 Conserve Natural Resources

2.4 *Policy EQ-1.1*
The City shall establish and maintain a comprehensive system of open space and preserve the natural resources within the City's jurisdiction. The City shall establish and maintain a comprehensive system of open space and preserve the natural resources within the City's jurisdiction.

Policy EQ-1.2
Open Space System. Establish and maintain a comprehensive system of open space and preserve the natural resources within the City's jurisdiction.

Program EQ-1.1
Open Space Map. Adopt an open space map identifying existing public and private open space, parks, recreation, and trails.

ENVIRONMENTAL QUALITY ELEMENT

ENVIRONMENTAL
QUALITY ELEMENT

ENVIRONMENTAL QUALITY ELEMENT

Section 6.1

INTRODUCTION AND PURPOSE

Natural features and resources have shaped the growth, form and character of the City of Sausalito. A central concern of the General Plan, therefore, is to build upon current City policy and continue to protect the City's natural resources and open space areas.

Environmental Quality covers two State mandated elements of the General Plan. These are open space and conservation. The intent of the policies in this element are to maintain and restore the natural resources including native vegetation and wildlife habitats that exist within the developed portions of Sausalito, and to protect and manage undeveloped areas with open space and conservation values. Policies are also directed toward improving water and air quality as well as conserving water and energy and reducing solid waste. Recreational policies provide guidance to the City in maintaining existing and developing new diverse and expanded opportunities for quality recreation.

Section 6.2

OBJECTIVES, POLICIES AND PROGRAMS

The Environmental Quality Element presents the City's objectives, policies and implementing programs for environmental issues. The issues covered in this element are grouped by the following objectives:

- 1.0 *Preserve Public Open Space*
- 2.0 *Maintain and Expand the Parks and Recreation System*
- 3.0 *Conserve Natural Resources*

Objective EQ-1.0

Preserve Public Open Space. Maintain and restore existing and future public open space areas for their aesthetic quality, protection of environmental resources, protection of public health and safety and recreation use.

■ Policy EQ-1.1

Open Space System. Establish and maintain a system of City-owned and privately owned open space areas as identified on map GP-13.

Program EQ-1.1.1

Open Space Map. Maintain an up-to-date Open Space Map identifying existing public sites, private sites, pathways, easements, and trails.

Program EQ-1.1.2

Open Space Coordination. *Coordinate City-owned open space with privately owned areas, open space owned by other public entities and the City's pathways and trails system.*

Program EQ-1.1.3

Review of Open Space Proposals. *Review on an ongoing basis any improvements or changes to the open space system proposed by other jurisdictions and agencies for consistency with Environmental Quality Element policies.*

■ **Policy EQ 1.2**

Open Space Acquisition. Expand the total acreage of passive and recreational open space areas through public agency purchase or private dedication of lands.

Program EQ-1.2.1

Open Space Committee. *Appoint, as a sub-committee of the Parks and Recreation Commission, an Open Space Committee to recommend a specific acquisition program including potential sites as designated on the Open Space Plan Map GP-13 and listed in the Background section.*

Program EQ-1.2.2

Evaluation of Potential Acquisition Sites. *Assist the Open Space Committee in the evaluation of the potential acquisition sites with particular emphasis on the potential for seismic or other safety hazards.*

Program EQ-1.2.3

Up-to-Date Open Space Plan Map. *Maintain an up-to-date Open Space Plan map which identifies potential sites or areas for acquisition.*

Program EQ-1.2.4

Financing Public Acquisition. *Work with the Open Space Committee in investigating means to finance public acquisition of potential open space areas that would include special taxes, donations, State bond issues, private foundations and personal bequests.*

■ **Policy EQ-1.3**

Public Open Space Use. Maintain public open space areas in a natural state compatible with the preservation of environmental resources, views and surrounding area uses.

Program EQ-1.3.1

Zoning Ordinance Amendment (Open Space). *Review and revise the list of permitted uses found in the zoning ordinance for public open space areas.*

Program EQ-1.3.2

Review of Plans. *Coordinate the review of plans of other public jurisdictions and utilities within and adjacent to the City on an ongoing basis to assure that any proposed improvements are consistent with City environmental policy.*

Program EQ-1.3.3

Aesthetics. *Encourage aesthetically designed public facilities (power lines, water lines, water tanks, etc.), with appropriate placement, adequate setbacks and proper landscaping, to reduce aesthetic impacts and impacts on views of hillsides, ridgelines, open space, and the Bay.*

■ **Policy EQ-1.4**

Open Space Management. Maintain habitat and scenic value of open space and ensure the protection of public health and safety through the well planned management of open space lands.

Program EQ-1.4.1

Open Space Management Plan. *Develop an open space management and maintenance plan, in coordination with other jurisdictions.*

Program EQ-1.4.2

Management of Private Open Space. *Consider requiring the establishment of a long-term management program as a condition of approval for areas preserved through easements or other development restrictions.*

Objective EQ-2.0

Maintain and Expand the Parks and Recreation System. *Provide an organized system of recreational trails, park areas, facilities and programs which primarily address the recreation needs and interests of the City's residents.*

■ **Policy EQ-2.1**

Parklands and Open Recreation Areas. Preserve and improve existing parklands and recreation areas for passive and active recreation use by City residents.

Program EQ-2.1.1

Capital Improvement Program. *Schedule regular maintenance and improvements to City parks in the Capital Improvement Program (CIP) budget.*

Program EQ-2.1.2

Private Funding. *Continue to encourage private groups in the community, such as Friends of the Parks and Recreation foundation, to raise funds or establish programs such as adopt-a-park.*

Program EQ-2.1.3

Volunteer Maintenance Programs. *Promote a program of individual volunteers to assist in the maintenance of City parks, pathways, trails, and median strips.*

■ **Policy EQ-2.2**

Special Events. Restrict large special events to specific sites in order to minimize the associated impacts of parking, noise, congestion and lighting.

Program EQ-2.2.1

City Permit (Special Events). Continue to require that special events obtain a City permit (see Policy HS-3.4).

■ **Policy EQ-2.3**

Martin Luther King Site. Expand the recreational uses of the Martin Luther King site.

Program EQ-2.3.1

Park and Recreation Facilities Master Plan. Prepare a Park and Recreation Facilities Master Plan for recreational development of MLK site (see Policy LU-5.3).

■ **Policy EQ-2.4**

Recreation Programs. Maintain recreational programs responsive to the assessed need.

Program EQ-2.4.1

Annual Review. Prepare annual recommendations to the City Council by the Parks and Recreation Commission after review of City sponsored programs.

Program EQ-2.4.2

Publicity. Continue to publicize information on City parks and recreation programs to encourage increased use by local residents.

Program EQ-2.4.3

Marin City Joint Use. Pursue cooperation and joint use of recreational facilities at Marin City and conduct a preliminary investigation into joining the Marin City Recreational District.

Program EQ-2.4.4

East Fort Baker. Continue the use of the fields and facilities at East Fort Baker in the Golden Gate National Recreation Area.

■ **Policy EQ-2.5**

Trails and Pathways. Include the recreational trails and pathways system in the City in the inventory of City recreation resources.

Program EQ-2.5.1

CIP. Schedule regular maintenance to the City's pathways and steps in the Capital Improvement Program (CIP) budget.

Program EQ-2.5.2

Refer to Policy CP-4.5,, and Policy CP-4.7 in the Circulation and Parking Element.

Objective EQ-3.0

Conserve Natural Resources. *Conserve natural resources and enhance the quality of the environment with appreciation for the history of the area and archaeological factors.*

■ **Policy EQ-3.1**

Preservation Strategy. Utilize the development review process to protect natural areas in private ownership.

Program EQ-3.1.1

Conditions of Approval. *Identify and protect natural resources as conditions of project approval.*

Program EQ-3.1.2

Property Owner Coordination. *Work with property owners and non-profit conservation organizations to preserve and enhance special natural resource sites.*

■ **Policy EQ-3.2**

Natural Terrain and Native Vegetation. Protect the natural terrain and native vegetation.

Program EQ-3.2.1

City Grading Standards. *Require compliance with City grading standards if such standards are adopted (see Policy HS-1.2).*

Program EQ-3.2.2

Tree Ordinance. *Continue to implement the Tree Ordinance and provide support for the maintenance and protection of appropriate vegetation.*

Program EQ-3.2.3

Tree Ordinance Modification. *Review and modify the Tree Ordinance to assure continued review and protection of appropriate vegetation.*

Program EQ-3.2.4

Zoning Ordinance Amendment (Ridgetops). *Amend the Zoning Ordinance in order to preserve remaining upper ridgetops and assure that building profiles (silhouette) are minimized above the ridgeline.*

Program EQ-3.2.5

Mapping Ridgelines. *Initiate a mapping program identifying sensitive ridgeline areas in concert with the zoning amendment.*

■ **Policy EQ-3.3**

Threatened and Endangered Species. Protect threatened and endangered species of wildlife and plants native to Sausalito and the Southern Marin area.

Program EQ-3.3.1

Special Studies (Threatened and Endangered Species). *Require special studies for projects proposed in areas that could potentially impact threatened or endangered species habitat.*

Program EQ-3.3.2

Catalogue Threatened and Endangered Species. *Continue to catalogue and update information on threatened and endangered species and locally scarce species or habitat for use when projects are proposed.*

Program EQ-3.3.3

Native Habitat Restoration. *Require that native habitat be restored where required by the Department of Fish and Game through the development review process.*

Program EQ-3.3.4

Botanical Reports. *Require detailed botanical reports for new development projects that are located within threatened plant habitat areas as identified on the Natural Diversity Data Base maps.*

Program EQ-3.3.5

Invasive Plant Materials. *Discourage the use of invasive non-native shrubs by landscapers, nurseries and homeowners in landscaped areas. Species that are undesirable because of their ability to spread into natural habitats of native species include French broom, Scotch broom, Spanish broom, and pampas grass.*

Program EQ-3.3.6

Eradication. *Attempt to eradicate broom populations in open space areas where the plant threatens important native plants or wildlife habitats.*

Program EQ-3.3.7

Conservation Easements. *Require the establishment of conservation easements on development sites that contain unique plant life or animal habitat as a condition of approval for development.*

Program EQ-3.3.8

In-Lieu Fee. *Allow payment of an "in-lieu" fee to environmental preservation agencies in order to allow for preservation in other areas if preservation or restoration cannot be accommodated within Sausalito.*

■ **Policy EQ-3.4**

Water Quality. *Improve the water quality in Richardson Bay and San Francisco Bay consistent with all pertinent Health and Water Quality regulations.*

Program EQ-3.4.1

Code Enforcement (Marinas). Support BCDC enforcement of requirements that marinas provide restrooms and pump out facilities that are connected to sewers where liveaboards are allowed and where transient dock space is available.

Program EQ-3.4.2

Houseboat Requirements. Continue to require that all houseboats be served by sewer connections and provide for inspection of vessels.

Program EQ-3.4.3

Cement Hull Requirements. Consider amending the zoning ordinance to require that any new or reconstructed houseboats be constructed with cement hulls.

Program EQ-3.4.4

Boat Hull Requirements. Support the Regional Water Quality Control Board's (RWQCB) requirement that boat hulls be painted with materials that are non-toxic.

Program EQ-3.4.5

Zoning Ordinance Amendment (Liveaboards). Amend the zoning code to require sanitation facilities be installed in all marinas which permit liveaboards.

Program EQ-3.4.6

Pump-Out Stations. Require approvals of permits for new and operating harbors to include pump-out stations.

Program EQ-3.4.7

Urban Runoff Control Program. Continue to participate in the Marin County Baseline Urban Runoff Control Program.

Program EQ-3.4.8

Hazardous Materials Leaks. Respond to any reported hazardous materials leaks into the storm drainage system.

Program EQ-3.4.9

Hazardous Materials Dumping. Continue painting no hazardous materials dumping symbols next to storm drain catch basins within the City limits.

Program EQ-3.4.10

Direct Runoff into the Bay. Impose conditions on all development applications which are necessary to prevent direct runoff from streets, structures, and parking areas into the Bay or wetland areas.

Program EQ-3.4.11

Storm Drain System Improvements. Provide for the improvement of the existing storm drain system through public funding in the CIP and through requirements imposed on private development.

Program EQ-3.4.12

Well Ordinance Review. Periodically review and update the Well Ordinance as new technical and environmental information becomes available.

Program EQ-3.4.13

Richardson Bay Regional Agency. Coordinate with the Richardson Bay Regional Agency (RBRA) in implementing the adopted water pollution control program contained in the Richardson Bay Special Area Plan.

Program EQ-3.4.14

Monitoring Bay Water Quality. Coordinate with the Richardson Bay Regional Agency to assist the RWQCB and BCDC in the regular monitoring of Bay water quality.

■ **Policy EQ-3.5**

Bay Waters. Preserve and enhance the open waters of Richardson and San Francisco Bays.

Program EQ-3.5.1

Unauthorized Fill. During the review of new development proposals, comply with BCDC regulations for the removal of unauthorized fill.

Program EQ-3.5.2

Bay Waters Review Agencies. Support the purposes of BCDC, RBRA, and the State Lands Commission.

■ **Policy EQ-3.6**

Shoreline Areas. Preserve the undeveloped open shoreline, shoreline habitat, and public access in waterfront development consistent with public trust and private ownership purposes.

Program EQ-3.6.1

Dunphy Park Master Plan. Promote the development of a master plan for the property surrounding Dunphy Park to provide more public access to the waterfront.

Program EQ-3.6.2

Zoning Ordinance Amendment (Open Shoreline). Revise the Zoning Ordinance to require retention and/or restoration of substantial portions of open shoreline as shown on map GP-14.

Program EQ-3.6.3

Zoning Ordinance (Improved Access). Revise the Zoning Ordinance to require that new development projects improve public access to the shoreline and views.

■ **Policy EQ-3.7**

Fisheries and Harbors. Preserve and promote Sausalito as a base for the fishing industry.

Program EQ-3.7.1

Regulatory Agency Review. *Coordinate water based development permit review with appropriate regulatory agencies.*

Program EQ-3.7.2

Bay Water Quality. *Support actions to improve Bay water quality, consistent with City water quality policies and programs (see Policy EQ-3.4).*

Program EQ-3.7.3

Pacific Herring Run. *Continue to promote and protect the Pacific Herring run, as well as the return of other fish and crustaceans, in Richardson and San Francisco Bays.*

Program EQ-3.7.4

Zoning Ordinance Review (Fishing Industry). *Review the Zoning Ordinance to ensure that the permitted uses listed assure the promotion of the fishing industry.*

■ **Policy EQ-3.8**

Wetlands Protection. *Provide for the retention and protection of existing wetlands and the restoration and acquisition of lost wetlands.*

Program EQ-3.8.1

BCDC. *Support BCDC in maintaining, enhancing and adding to the total wetland areas located within the Sausalito planning area.*

Program EQ-3.8.2

Wetlands Preservation Strategy. *Review Federal, State, Regional and local policies, principles and guidelines to develop a consistent wetland preservation strategy.*

Program EQ-3.8.3

Wetland Purchase. *Establish a program to purchase of development rights by the City or other entity for the purpose of preserving and enhancing wetland and other resource conservation values.*

■ **Policy EQ-3.9**

Creeks and Drainageways. *Promote the natural integrity of creeks and/or drainageways as riparian habitat, wildlife corridors, and to protect residents from flooding and other hazards.*

Program EQ-3.9.1

Ordinance Amendment (Setbacks). *Amend City ordinances to require setbacks for any constructed feature proposed to be located near a natural drainageway identified on Map GP-14.*

Program EQ-3.9.2

Creek Clean-up. *Initiate creek clean-up activities through appropriate noticing and swift enforcement actions.*

Program EQ 3.9.3

Public Information. *Initiate public information programs to stress the importance of keeping debris clear for proper drainage and enhancement of privately owned creeks and drainageways for wildlife habitat.*

Program EQ-3.9.4

Riparian Areas. *Discourage any construction proposed to occupy riparian areas as identified on map GP-14.*

■ **Policy EQ-3.10**

Archaeological Factors and History. Respect and be sensitive to the native and early history of the Southern Marin area.

Program EQ-3.10.1

Sausalito Historical Society. *Encourage the Sausalito Historical Society to gather information on the early history and sites of the native inhabitants of the area.*

Program EQ-3.10.2

Project Referral. *Refer projects which propose new construction to the Northwest Information Center to establish whether they are in a zone of archaeological and/or historical sensitivity.*

Program EQ-3.10.3

Archaeological Surveys. *Require archaeological surveys on properties near known archaeological sites prior to excavation to establish the limits of those sites, evaluate their importance and include measures to protect archaeological resources.*

Program EQ-3.10.4

Construction Mitigation. *Halt all activity until the site is examined by a City-approved archaeologist and appropriate mitigation measures have been identified and implemented should an archaeological site be uncovered during any phase of construction.*

Program EQ-3.10.5

State Law. *Continue to comply with all CEQA requirements as they pertain to archaeological resources.*

■ **Policy EQ-3.11**

Air Quality. Strive to achieve Federal and State air quality standards by managing locally generated pollutants.

Program EQ-3.11.1

Air Quality Information. *Distribute an air quality public information handout prepared by the Bay Area Air Quality Management District (BAAQMD) identifying common hazardous materials and those that have controlled emissions.*

Program EQ-3.11.2

Circulation and Parking Element Programs. *Implement those programs identified in the Circulation and Parking Element which could reduce vehicular emissions.*

Program EQ-3.11.3

Odor-Emitting Uses. *Continue to investigate the need for special conditions for potential odor-emitting uses through the environmental review process.*

Program EQ-3.11.4

Toxic Chemicals. *Initiate public awareness programs to minimize the use of toxic garden and lawn sprays for both public and private purposes (see Policy HS-1.6).*

Program EQ-3.11.5

Clean Burning Fuels. *Encourage business and residential use of clean burning fuels.*

Program EQ-3.11.6

City Vehicles. *Require vehicles purchased by the City to have low emissions and do routine maintenance to ensure low emissions.*

Program EQ-3.11.7

Dust Mitigation. *Require that developers prepare a dust mitigation plan identifying methods for reducing particulate emissions.*

Program EQ-3.11.8

Dry Cleaners. *Continue to require that on site dry cleaners locate only within the Industrial land use designation.*

Program EQ-3.11.9

Gas Stations. *Continue to require a Conditional Use Permit for gas stations.*

■ **Policy EQ-3.12**

Water Conservation. *Promote and encourage water conservation measures to assure that an adequate supply of high quality water is available for local residents.*

Program EQ 3.12.1

Marin Municipal Water District. *Coordinate development review with the Marin Municipal Water District (MMWD) to ensure adequate water supplies.*

Program EQ-3.12.2

Local Water Conservation Ordinance. *Continue to implement the local water conservation ordinance in coordination with MMWD.*

Program EQ-3.12.3

Well Permit. *Continue to require a City permit to drill a well.*

Program EQ-3.12.4

Reclaimed Water. *Evaluate the use of reclaimed (treated) waste water for watering City landscaping, median strips, and parks.*

Program EQ-3.12.5

Future Water Supply Planning. *Coordinate with MMWD and surrounding communities in discussion of and planning for future water supply and water quality.*

■ **Policy EQ-3.13**

Energy Conservation. Encourage the application of energy-efficient design and energy saving devices in new and existing buildings.

Program EQ-3.13.1

Street Light Conversion. *Consider converting City incandescent street lights to color-corrected High Pressure Sodium (HPS) or other less energy intensive fixtures in order to reduce energy consumption and costs.*

Program EQ-3.13.2

Passive Solar Design. *Encourage new development to utilize passive solar energy methods to reduce energy consumption to the extent feasible consistent with other design considerations, such as view retention, glare, and other requirements.*

■ **Policy EQ-3.14**

Solid Waste Conservation and Recycling. Support recycling efforts and actions that reduce solid waste generation and provide for its safe disposal.

Program EQ-3.14.1

County Solid Waste Management Plan. *Coordinate local recycling efforts and publicity efforts with those of the County Solid Waste Management Plan (see Policy LU-7.4).*

Program EQ-3.14.2

Household Hazardous Waste. *Coordinate local recycling efforts and publicity efforts with those of the County to promote safe disposal or recycling of household hazardous waste.*

Program EQ-3.14.3

Recycling. *Continue and expand existing residential program and establish a commercial recycling program in coordination with the Chamber of Commerce and local businesses.*

ENVIRONMENTAL QUALITY BACKGROUND

The City of Sausalito adopted its first Open Space Element in 1974. In this document, the City laid out the basis for the environmental protection of Sausalito. Many of the goals identified in the 1974 Open Space Element were accomplished. An important aspect of that document was the acquisition of several key parcels as open space. They were Cypress Ridge, the South Ridge Lands, and Dunphy Park. However, not all identified properties were acquired. The Glen and several parcels near Dunphy Park were not purchased due to the lack of funding as a result of the failure of a 1975 Open Space bond measure.

The Environmental Quality Element builds upon the successes achieved through the policies established in the 1974 element by extending and enhancing those original policies with new policies and more supporting programs to complete the City's open space system. The scope of the element has been expanded to include policies on the City's recreation resources and protection of other natural resources.

■ Open Space

As is the case with many other cities in Marin County, Sausalito enjoys a large amount of open space within its jurisdiction. Sausalito is exceptionally fortunate to have the Golden Gate National Recreation Area (GGNRA) to the west and south of the City. Within Sausalito's jurisdictional boundaries, the GGNRA holds title to approximately 182 acres of open space. Open space owned by the City of Sausalito totals 16.85 acres. Below is a summary of open space lands to which the City holds title.

- (1) **Shelter Cove.** A 1.95 acre waterfront tidelands area including underwater lots preserved as open space, on the southern waterfront.
- (2) **Cypress Ridge.** A 14.9 acre open space and view area, is located north and east of Highway 101 and south and west of Rodeo Avenue.

The City recognizes that enlarging the public parks and open space holdings is a long term commitment. As proven in the 1974 Element, the City is not always successful in acquiring desired areas. Based on this long term commitment, the Plan calls for investigating several methods of expanding the amount of park and open space found in the City.

One method is to require the developers of parcels to dedicate heavily vegetated or visually significant portions of parcels to remain in open space. The City may require outright land dedication or deed restrictions such as conservation or scenic easement deeds.

A second method would be the purchase of significant parcels by the City. For this method, the Plan calls for the re-establishment of the Open Space Committee. This Committee should be an ad-hoc sub-committee of the Parks and Recreation Commission. It would periodically update its list of potential sites for acquisition. Further, this board would establish an open space acquisition schedule after researching the methods by which the City could obtain funding for the purchase of open space lands.

The 1995 Environmental Quality Element identifies several specific sites that the Committee should consider acquiring to meet the future demands for park lands and open space. Those parcels are as follows:

- (1) **CalTrans Property.** Specifically, a 7.74 acre portion of CalTrans property located between Spencer Avenue and Monte Mar Drive.
- (2) **Utility Easements.** Totaling approximately 2.1 acres located throughout the City.
- (3) **Underwater Parcels.** Approximately 1.44 acres of privately held underwater parcels located along the City's waterfront.
- (4) **855 Bridgeway.** A .30 acre site located between the Caledonia Street area and the Downtown area.
- (5) **Zakessian Waterfront Parcels.** A 2.20 acre portion of the total Zakessian central waterfront area that would be annexed by the neighboring Dunphy Park.
- (6) **Southern Clipper Peninsula.** A 2.17 acre site along the northern City limits that has sweeping views and fishing access.
- (7) **MMWD Sites.** Totaling approximately 2.0 acres located throughout the City that could be developed as neighborhood parks and playgrounds.

Not all of the sites identified for preservation as open space are the responsibility of the City of Sausalito. Several of these properties should be included within the Golden Gate National Recreation Area (GGNRA). Those properties are the privately held lands in the Wolfback Ridge area and the CalTrans right-of-way lands.

In order to assess the risk to the City of acquiring open space lands, there will be a thorough analysis of potential for safety hazards prior to the acquisition or acceptance of said lands. Hazards to be investigated include slope stability and seismic hazards, flooding and fire hazards. The potential for geologic hazards will be assessed by a California Certified Engineering Geologist before the City takes title. If safety hazards are discovered, they may be required to be rectified prior to purchase or acceptance of the open space.

It is the goal of the City to maintain the existing public recreational facilities to the highest standard possible. This goal will require the periodic replacement of equipment and continuous maintenance of the existing landscaping and equipment. To meet this goal, the City will continue to identify improvement projects in the Capital Improvement Program (CIP) budget.

It may also be necessary to recruit individual volunteers to assist with the maintenance of the City's recreational facilities. This program could be run by a group such as the Friends of the Parks and Recreation Foundation in conjunction with the Public Works Department.

■ Open Space Management

With the addition of more lands to the City's current open space stock, and the increased awareness of potential fire hazards on these lands, there is a specific need for a maintenance program to ensure the safety of private lands neighboring these open space areas. In response to this potential threat to the public welfare and safety, the City will develop an open space management plan.

The open space management plan will promote the reduction of fire hazards through the periodic maintenance of the open space and identify funding sources for this effort. Maintenance will include removal of fuel materials. The management plan will also include an abatement of exotic (non-native) plant materials and programs to foster the reintroduction of native vegetation to the open space areas.

In the case of privately held open space, the City will consider requiring the establishment of a long-term management program as a condition of approval for areas preserved through easements or other development restrictions. This is to ensure the proper maintenance by the property owner to protect environmental resources and community safety.

■ Parks and Recreation

Sausalito has nineteen (19) parks, playgrounds, and recreation facilities (map GP 15) within its boundaries in addition to the public and private open space areas. While Sausalito has an impressive number of small intensely used mini-parks and playgrounds, it does not have many large sized parks or playing fields for active recreation. Joint programming with the Marin City Recreation Department will be pursued to address this need. In addition to pursuing joint programming with the Marin City Recreation Department, the City will continue to cooperate with the GGNRA when using the fields at East Fort Baker.

With the recent addition of the 17 acre Martin Luther King site through a lease/purchase agreement, the .88 acre park and playground developed at the Civic Center, the 1.1 acre beach and open water area added at Schoonmaker Beach, and the 2.67 acre Marinship Park, all additions since the last General Plan was prepared, the overall acreage of total parks and recreational facilities in Sausalito is approximately 34.87 acres. The National Recreation and Parks Association recommends 5 acres of park land per 1,000 population. ABAG has projected that Sausalito's population will be 7,500 people by the year 2005. As recommended by the National Recreation and Parks Association, a total of 37.5 acres of park lands will be needed to accommodate 7500 Sausalito residents. In order to meet the demands of the year 2005, an additional 2.63 acres of park lands should be acquired and developed. Below is an inventory of existing parks and open space areas:

- (1) **Swede's Beach.** A .12 acre sandy beach at the end of Valley Street.
- (2) **Tiffany Beach.** A small sandy beach east of Bridgeway and North Street directly across from Tiffany Park.
- (3) **Tiffany Park.** A .21 acre park located on the west side of Bridgeway at the east end of North Street.

- (4) **Southview Park.** A .61 acre park on North Street, between Third and Fourth Streets; consists of a three-level playground/tennis court/view-park on the site of the former South School.
- (5) **Cloudview Park.** A .52 acre park located on Cloud View Road west of Booker Avenue, includes a children's play area and a meeting room.
- (6) **O'Donnell Seat (Poet's Bench).** A marble bench and small garden area at the corner of Harrison and Bulkley Avenues.
- (7) **Municipal Fishing Pier.** A small pier on the east side of Bridgeway just south of the overwater Downtown restaurants.
- (8) **Yee Tock Chee Park (formerly Princess Park).** A .12 acre Downtown viewing-park on the east side of Bridgeway at Princess Street.
- (9) **Plaza Vina Del Mar.** A .19 acre park in the heart of the Downtown at the intersection of Bridgeway, Anchor, and El Portal Streets, consists of abundant and lush landscaping, fountain, and sculpture.
- (10) **Gabrielson Park.** A .59 acre waterfront park, located east of the City parking lot at Anchor Street, consist of lawn, benches, and sculpture.
- (11) **Harrison Playground.** A .14 acre playground located on Harrison Avenue opposite Star of the Sea Church containing children's playground equipment.
- (12) **Cazneau Playground.** A small children's playground of .09 acres on Cazneau Avenue near Girard containing slides and swings.
- (13) **Turney Street Ramp.** A boat launching area located at the end of Turney Street.
- (14) **Civic Center Park.** A .88 acre park/playground located at the Civic Center on Caledonia Street at Litho Street.
- (15) **Dunphy Park.** A 1.78 acre park (land area) and waterfront beach along the east side of Bridgeway between Napa and Litho Streets. Including the under water portions of the park, the total acreage of Dunphy Park is 9.89 acres.
- (16) **Bolinar Plaza.** A small landscaped median with a public sculpture located at the intersection of Napa Street, Caledonia Street, and Bridgeway.
- (17) **Schoonmaker Beach.** A 1.1 acre site located on Schoonmaker Peninsula in the Marinship area that has a beach and open water area for swimming, sailing and other water related recreational activities.

- (18) **Langendorf Playground.** A .35 acre park/playground on Easterby Street at Woodward Avenue, contains a small children's play area with slide and play equipment.
- (19) **Marinship Park.** An approximately 2.67 acre park in the heart of the Marinship, located north of the U.S. Army Corps of Engineers Bay Model building, includes tennis courts and a grassy park area.
- (20) **Martin Luther King Site.** A 17 acre site acquired by the City from the Sausalito School District in 1987 by virtue of a lease/purchase agreement. At present, the existing school buildings are being used for a variety of "cottage industries". The future open space uses are still to be determined.

■ Natural Resource Conservation and Enhancement

The natural resources that the City seeks to protect and conserve include, scenic hillsides, ridgelines, creeks and drainageways, bay waters and bay biotic resources, wetlands, natural shoreline, trees and other vegetation, rock outcroppings, air and water quality, and wildlife habitat.

Development proposals will be required to retain or restore the natural environment to the greatest extent possible. The City will continue to implement the Tree Ordinance and review and modify the ordinance as needed to assure appropriate procedures for protection of existing natural vegetation. The intent is to protect desired trees, remove undesired trees and balance tree trimming/removal with protection of views, fire safety and privacy.

■ Natural Terrain and Vegetation

As discussed in the Community Design and Historic Preservation Element, respect for the natural environment in the design of all development is a guiding philosophy for the development of Sausalito as a community. Respect for the natural environment begins with protecting and preserving the unique environmental characteristics of a project site. Minimization of grading of sites is one key to this philosophy. Preservation of native vegetation to the greatest extent possible is also essential.

To maintain the integrity of the natural terrain on a larger scale, the Plan calls for the preservation of ridgelines and the upper slopes of ridges. A common development practice found in Marin is to construct residences on the top of ridgelines. This practice is not only aesthetically displeasing, but also may be damaging to the natural environment. The Plan calls for the preservation of the remaining open ridgelines in Sausalito and provides that no structure break the view of the natural ridgeline as seen from City vantage points below. Preservation issues concerning the specific ridges to be preserved in Sausalito are:

- (1) **Cypress Ridge.** Protect the ridge and assure that any utilities are consistent with City policy.
- (2) **Wolfback Ridge.** Assure that no new silhouette can be seen from public right-of-way in Old Town and the Spencer Avenue exit from Highway 101.

- (3) **South Ridge (Edwards Avenue).** Assure minimal impact on ridgeline views from Bridgeway.
- (4) **CalTrans Property Right-of-Way.** Limit development along the CalTrans right-of-way to improvements that do not impact ridgeline views from Bridgeway or neighboring public rights-of-way.

■ Richardson Bay

The location of Sausalito fronting the waters of Richardson Bay elevates the issue of water quality to one of major importance in the City. Clean estuarine and marine water are critical to the quality of life in Sausalito. Clean water provides the City with the opportunity for recreation activities in the water such as swimming and windsurfing and along the shore such as hiking and picnicking. Clean water also provides a healthy habitat for aquatic life and wildlife.

Richardson Bay is particularly susceptible to water pollution because of its enclosed shape, shallowness and minimal tidal flushing action. Major pollution sources in Richardson Bay have been (1) treated municipal waste water; (2) wet weather overflows from municipal treatment plants; (3) untreated waste water from unsewered houseboats and liveaboards; (4) urban water runoff; (5) sedimentation and erosion; and (6) dredging and dredged material disposal.

Other important concerns to Sausalito and the other Cities surrounding Richardson Bay are the preservation of valuable wildlife habitat, i.e., open water areas, mud flats and marshes, particularly eel grass beds important to herring spawning, the maintenance of navigation ways, the restoration of tidal action and enhancement of marsh areas, the limitation of bay fill, and the control of residential vessels and floating structures on public trust lands.

The Richardson Bay Special Area Plan was adopted in 1984 to address these concerns. Sausalito has been a major participant on the Richardson Bay Regional Agency which was established in July 1985 to implement the Special Area Plan. The General Plan incorporates the policies of the Richardson Bay Plan and the City will continue to support implementation efforts.

■ Archaeological Resources

Prior to the arrival of the Spanish in the Bay Area, Sausalito was most likely viewed by the aboriginal inhabitants of the area as favorably as modern day inhabitants. Evidence of habitation could probably, at one time, have been seen covering the entire shoreline of the City, extending from the shore to the level terraces at the base of the hills. By the mid-19th century, much of the remains of the original and now abandoned villages were probably covered over by fill as the bay margin was developed. By the turn of the century, visible evidence of Native American occupation could only be found at a handful of locations.

The first systematic inventory of prehistoric site locations occurred in 1907, when N.C. Nelson of U.C. Berkeley started the process of recording archaeological sites along the entire San Francisco Bay margin. A total of four sites were recorded for the area of Sausalito, three of which fall within the borders of the present City. As noted above, these are probably not the only three sites which exist in Sausalito.

Protected under provisions of the California Environmental Quality Act, and under state-wide law protecting the locations of Native American burial grounds, the General Plan must consider the presence/absence of prehistoric cultural resources inside the city borders, and must have guidelines in place concerning the identification, evaluation and mitigation of impacts to these resources.

The most effective method of addressing the issue of archaeological sites inside the city borders is to define a zone of sensitivity within which it must be assumed that the potential of discovering archaeological materials would be very high. Three sensitivity zones have been identified and are listed below:

- (1) **Zone 1:** This would consist of the shoreline starting at El Portal Park and extending to the south to South Street. Prehistoric sites could be found extending from the shoreline itself up to and into the mouths of the drainages, approximately at Third Street in this area.
- (2) **Zone 2:** This is an area running from El Portal Park to the west, approximately ending at Napa Street. Archaeological site placement could again range from the old shoreline to the upper reaches of the drainages running down from the south; Bonita Street, at least on its eastern end, probably marked the line of extension. Further to the west the actual toe of the hills drops lower down to the vicinity of Caledonia Street near Bee Street.
- (3) **Zone 3:** This includes the original shoreline between Dunphy Park and Martin Luther King School. The construction of the Marinship facility to build supply ships during World War II caused a massive filling of the marshlands found on the bay side of Bridgeway in this area. Bridgeway, which occupies high ground from its intersection with Napa Street to the west as far as approximately the intersection of Bridgeway and Nevada Street probably marked the extension of any aboriginal site placement. From Nevada Street to the Martin Luther King school site, archaeological site placement may have continued in as far as Tomales Street behind the former distillery, now an area of housing (Willow and Cypress Lanes).

Any future development on recorded archaeological sites identified by the Northwest Information Center which will require sub-grade excavation will require subsurface archaeological testing as a part of the permitting process. A program will be considered to require some degree of subsurface testing inside the remainders of the zones of sensitivity to gain information about the presence/absence of unrecorded archaeological materials.

The California Environmental Quality Act not only requires the assessment of potential impacts that development may have on prehistoric archaeological resources, but also requires environmental assessment of historical archaeological resources. The difference between the two resources is as follows. Prehistoric resources are those resources which predate written history. An example of this type of resource is native American burial grounds. Historic resources are those resources that have been established by non-native cultures such as European explorers and settlers. The City's environmental review procedures include an analysis of historic resources.

The City currently has a Historic Landmarks Board and Historical Society to assist staff in researching the potential impact that proposed development may have on the City's historic archaeological resources.

■ Biotic Resources

Sausalito has four main habitats in which native plants and/or animals live. Some of these species are threatened with extinction and require special attention and management. The main habitats within the City are Open Bay Water, Shoreline, Residential and Coastal Scrub/Woodland.

Open Bay Waters

This habitat supports a wide variety of fish of which some come close enough to the shoreline to be considered part of that community as well. Because Sausalito is so close to the Pacific Ocean, almost all of the over 100 marine species of fish known from San Francisco Bay probably pass through this habitat. The most notable fish species include salmon, striped bass, sturgeon, shad and herring. The first four fish were once heavily fished commercially in the Bay, but not since the late 1950's has it been allowed. Today, the most actively fished species for commercial purposes is the Pacific Herring during its annual spawning season.

On the surface of the Bay, and often diving to the depths below are a great variety of birds. Cormorants, Brown Pelicans, diving ducks, (Scaup, Canvasbacks) and grebes are often present. Terns, in season, dive from the air to the surface waters to catch fish.

Shoreline

As the Bay waters impinge upon the land, the support of a variety of plants and animals largely depend on the substrate and the tidal inundation. Given a mid-tide elevation, a substrate that is soft (mud/sand) may house marine worms and clams, but if it is rip rap or piling (hard) then mussels and barnacles will be able to attach and hold on to the substrate. Many plants find a solid substrate vital for their attachment, especially the seaweeds which serve as the base to numerous food chains.

Wetlands are also located in this habitat zone and provide the most diverse habitat for animals. Wetlands are fragile natural resources to be preserved for safety reasons since they are subject to flooding, erosion, soil-bearing capacity limitations and other hazards, and they are resources of special significance due to their functions for wildlife habitat, pollution control, floodwater passage, groundwater recharge, erosion control, education, scientific study, open space and recreation. Where possible, buffers shall be provided between development projects and adjacent wetlands consistent with BCDC standards.

Residential

Although the plants of the residential habitat exist because they were planted, some are native anyway and probably support wildlife. Because of the diversity of plants under cultivation, and because of the year around watering (when there is no drought), wildlife is often increased in kind and number over what was there prior to cultivation. With an increase in trees and shrubs, small birds such as chickadees, jays, hummingbirds, and certain sparrows flourish. Lawns provide habitat for robins, Brown Towhees, blackbirds and starlings.

Shrub/Woodland

The lands west of Highway 101 in the City (GGNRA), are a mixture of native and alien species of plants. There is the possibility that a few endangered plant species may be present in this habitat. They are discussed under the section on endangered species below.

The woodland communities are closely related and are distinguished by the amount of tree coverage. Oak savanna is comprised of open grasslands with isolated or scattered oak trees. The oak woodland community, on the other hand, is comprised of 30% or greater tree cover, which may include coast live oak, bay oak, California bay, madrone and buckeye trees. The understory includes different herbaceous species such as miner's lettuce, wild iris, wild strawberry and grasses, depending on the amount of sun exposure. Common shrubs include California toyon and poison oak. The oak savanna and woodland communities provide habitat for diverse populations of insects, mammals, predatory and song birds. In addition to their wildlife habitat value, oak woodlands are important in soil development and watershed protection.

■ Endangered or Threatened Species

The state and federal governments have established lists of threatened and endangered species based on scarcity of numbers, reduction of habitat or range, overutilization, disease or predation, jeopardy to reproduction and inadequacy of regulatory protection. Both the state and federal government use the term endangered to denote species in greatest danger of extinction. Threatened is a lesser category. There are also lists of species which may be elevated at a later date to endangered or threatened status. The State of California also monitors species of special concern which are species whose populations are decreasing.

The California Department of Fish and Game publishes the Natural Diversity Data Base (NDDDB) which lists the State's threatened and endangered plant and animal species. According to the NDDDB, there are two threatened or endangered plant species and four animal species that are located within the Sausalito planning area. The two endangered plant species listed in the NDDDB are the Point Reyes Bird's-Beak (located in the Shoreline and Manzanita sphere of influence areas) and the White-rayed Pentachaeta (located primarily within the GGNRA). The four animal species listed by the NDDDB are the California Clapper Rail (threatened), the California Black Rail (endangered), the Salt Marsh Harvest Mouse (endangered) and the Mission Blue Butterfly (endangered).

■ Air Quality

The winds from the ocean and the Bay serve to keep any serious build-ups of air pollutants from occurring in Sausalito. The Air Quality Management District monitors air quality throughout the region. There are no air quality monitoring stations in the City of Sausalito. The evaluation is based on data from the closest monitoring station, which is in San Rafael.

- (1) **Ozone.** Virtually no problems are apparent. Federal ozone standards have not been exceeded for even one day since 1979. Only in 1976 were Federal standards exceeded on more than one day, and 1976 was a very bad year for air quality in the whole Bay Area. The 1988 State Clean Air Act raised California's ozone standards to a higher level than the Federal standards. The San Rafael monitoring station exceeded the higher California standard only one day in 1988. It was not exceeded on any day in 1989 or 1990.

- (2) **Carbon Monoxide.** State and Federal standards have never been exceeded at the San Rafael station. The State and Federal standards are 9 parts per million. Five parts per million was the highest level recorded in 1990.
- (3) **Particulates.** In 1990, the annual mean value of 33 micrograms per cubic meter was below both the State and Federal standards. Neither the annual mean standard nor the 24 hour average standard were exceeded in 1989 or 1990.
- (4) **Nitrogen Dioxide and Sulfur Dioxide.** These standards have never been exceeded at the San Rafael station.

These data are especially encouraging since weather conditions in Sausalito are almost always more windy than in San Rafael. Dispersion is the key to avoiding buildup of pollutants and, therefore, Sausalito almost assuredly has even cleaner air than at the San Rafael monitoring station. Of course, there still is the potential for pollutant build-ups. On those days where the air is not moving, heavy congestion along Bridgeway could cause a localized problem of carbon monoxide build-up. Also, although idling diesel tour buses probably do not generate carbon monoxide problems, they might create a localized particulate problem on very still days.

For these reasons, actions to reduce congestion on Bridgeway and to reduce fumes from tour buses could help improve air quality. Exploration of alternatives to auto use, such as a shuttle service along Bridgeway, are encouraged by the Bay Area Air Quality Management District (BAAQMD).

Since the Bay Area as a whole has not attained State and Federal air quality standards, BAAQMD and the Metropolitan Transportation Commission (MTC) are continuing to promote more effective air quality measures. The City will continue to participate in that effort by assuming that BAAQMD permits are secured. Traffic control efforts which reduce vehicular emissions will be pursued.

■ Water Conservation

Landscape plans must comply with the current water conservation regulations of the Marin Municipal Water District and should include water conserving irrigation systems, such as drip irrigation, low flow sprinklers and automatic controls. Turf areas should be minimal.

The City has adopted a local water conservation ordinance in coordination with MMWD. The City will also continue to require a permit to drill a well and a MMWD hook up when one is available. Capping and abandonment of the well will be required after hook up.

■ Energy Conservation

The City will encourage new development to utilize passive solar energy methods to reduce energy consumption to the extent feasible consistent with other design considerations and other requirements. Passive solar energy techniques include:

- (1) Design for maximum benefit of sun.
- (2) Use landscaping to control exposure to sun and wind.
- (3) Allow light, air and solar access to adjacent homes.
- (4) Incorporate energy-saving devices into the design.

OPEN SPACE
CITY OF SAUSALITO - GENERAL PLAN

LEGEND



Public



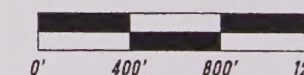
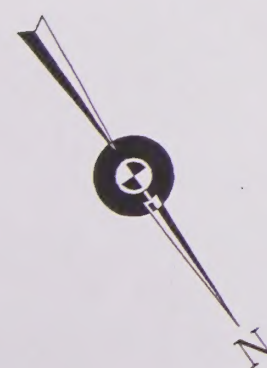
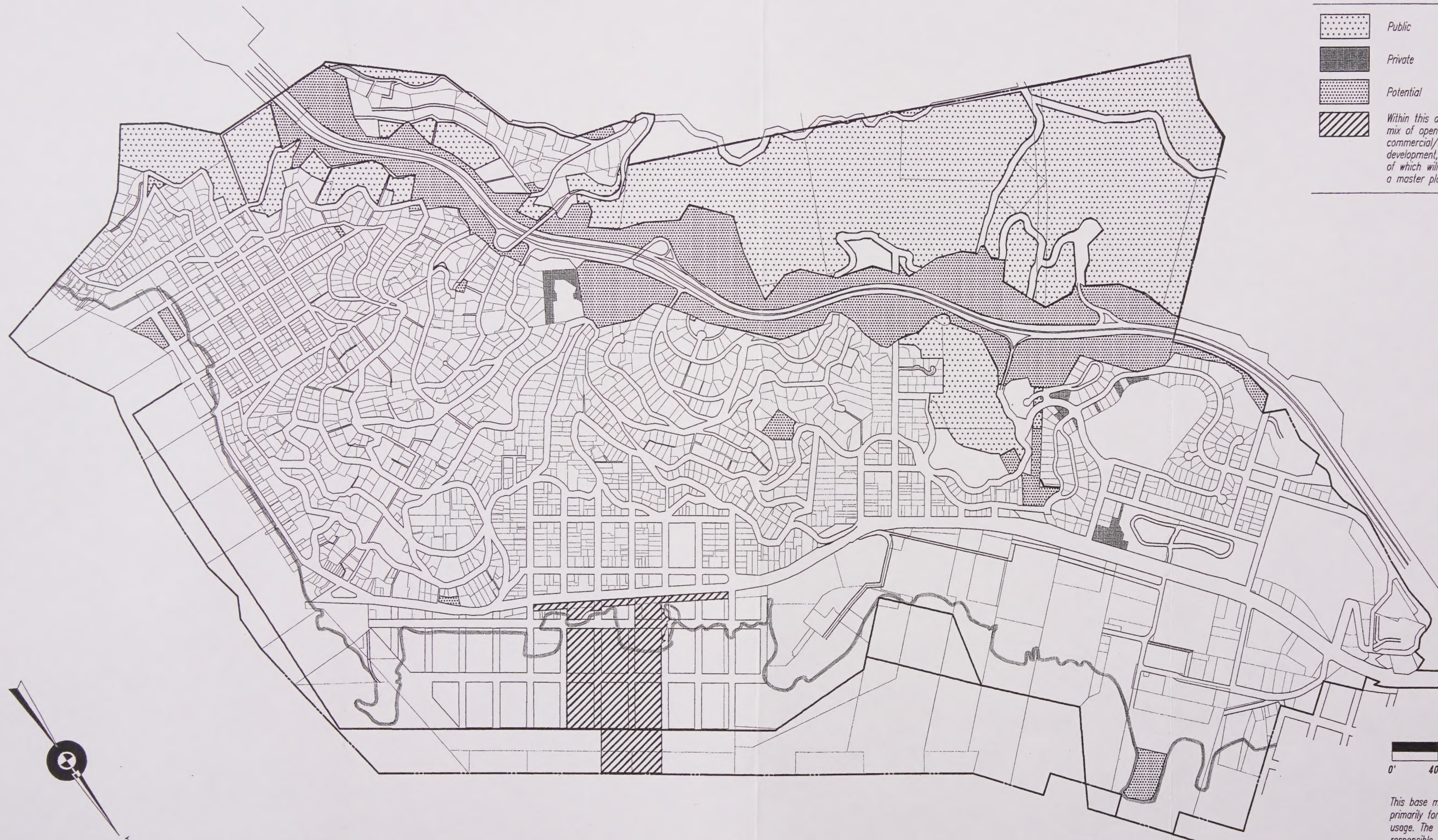
Private



Potential



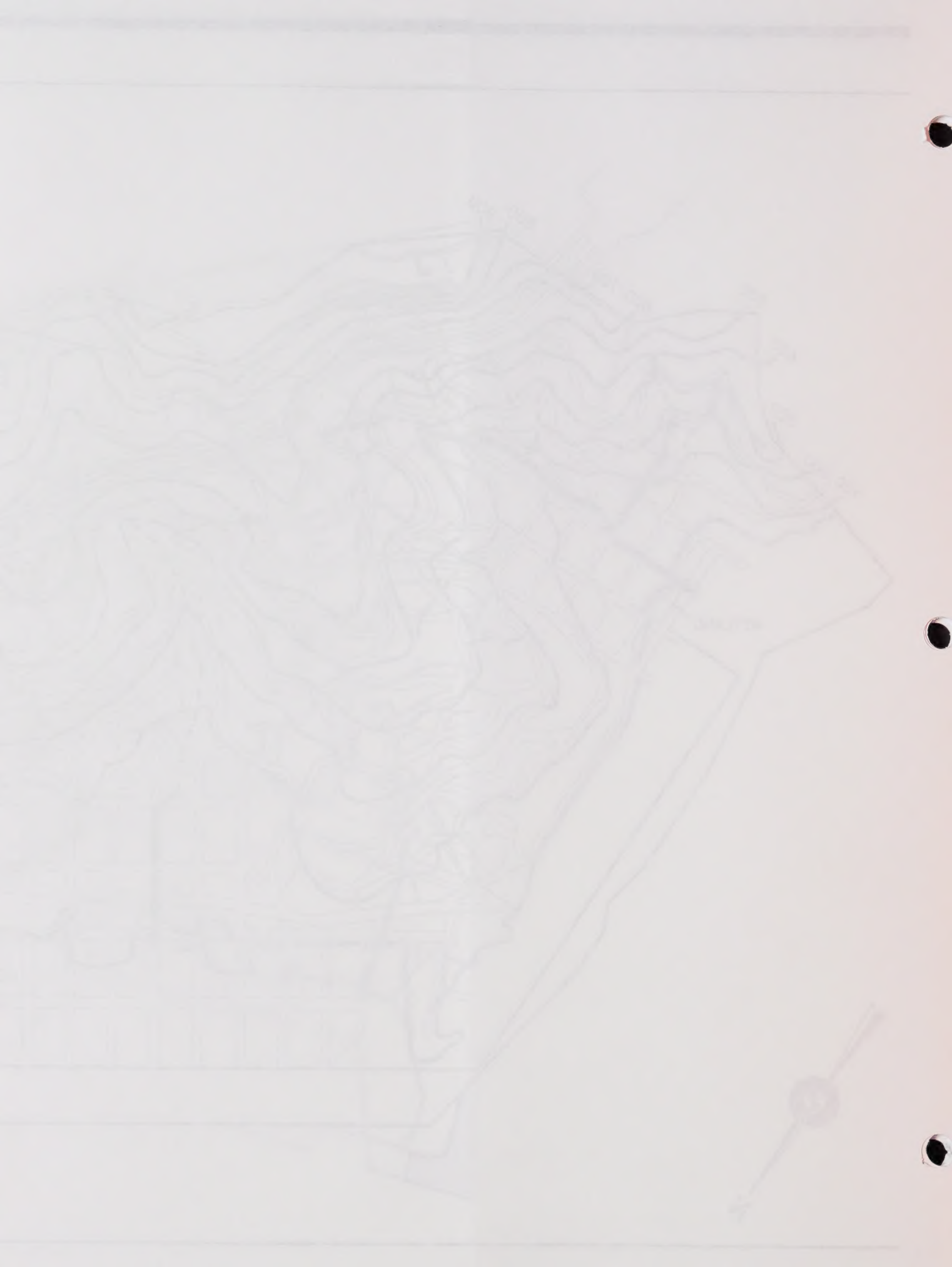
Within this area, there will be a mix of open space and commercial/recreational development, exact location of which will be determined in a master plan for this area.



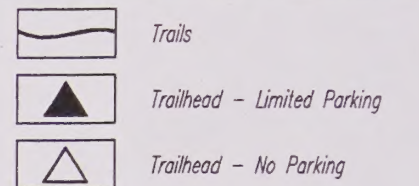
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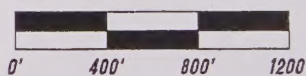
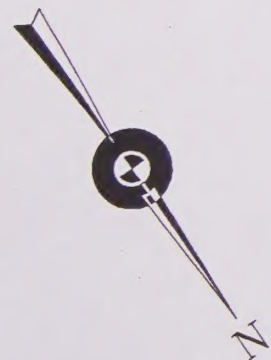


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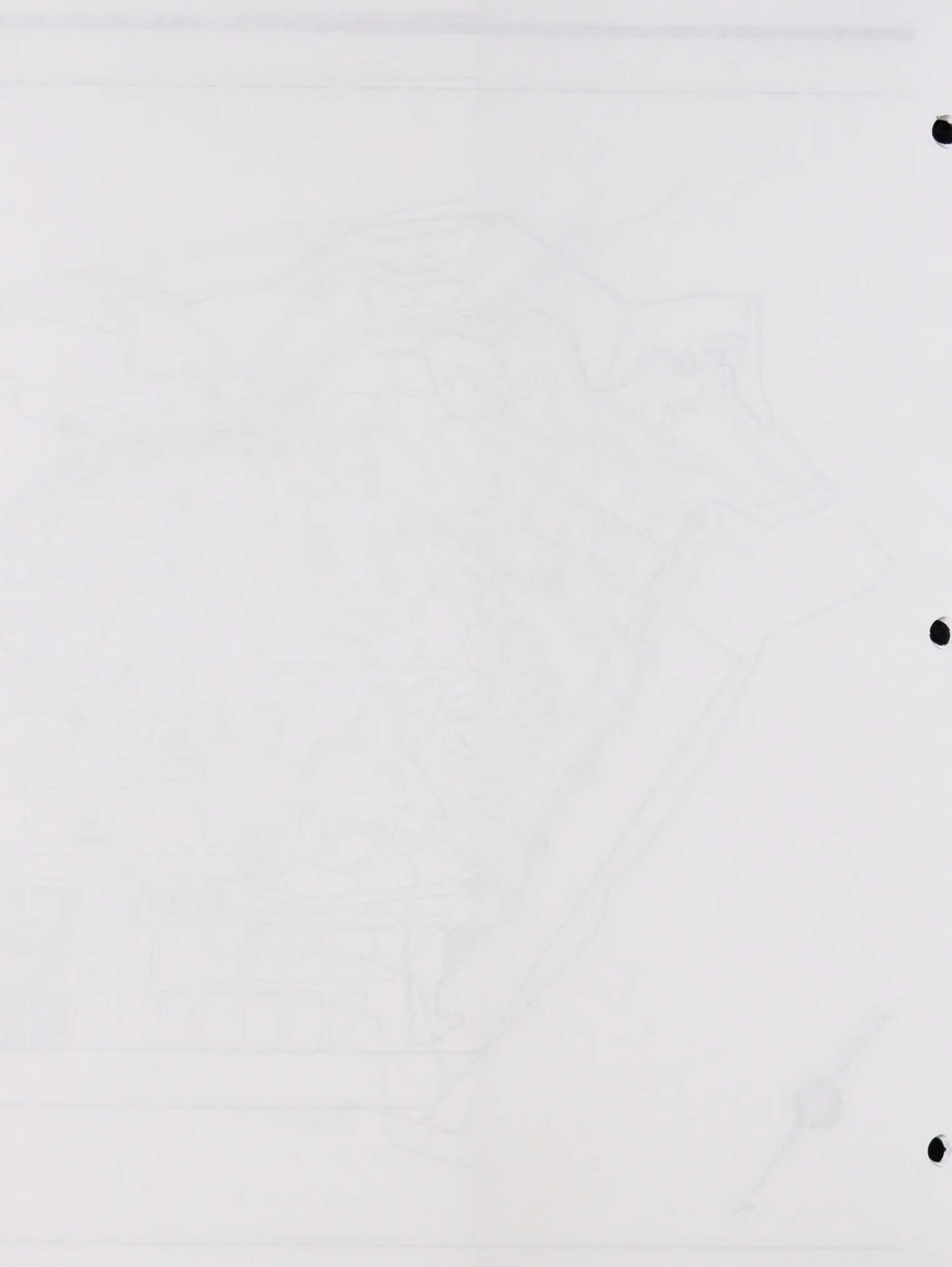


PARKS

- | | |
|---------------------------|---------------------------|
| 1. Swede's Beach | 11. Harrison Playground |
| 2. Tiffany Beach | 12. Cazneau Playground |
| 3. Tiffany Park | 13. Turney Street Ramp |
| 4. Southview Park | 14. Civic Center Park |
| 5. Cloudview Park | 15. Dunphy Park |
| 6. O'Donnell Seat | 16. Bolinar Plaza |
| 7. Municipal Fishing Pier | 17. Schoonmaker Beach |
| 8. Yee Tock Chee Park | 18. Langendorf Playground |
| 9. Plaza Vina Del Mar | 19. Marinship Park |
| 10. Gabrielson Park | 20. MLK Athletic Fields |



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HEALTH AND SAFETY ELEMENT

Section 2.1

INTRODUCTION AND PURPOSE

A significant aspect of the land within the Shattuck planning area is subject to a variety of natural hazards. The intent of the General Plan is to reduce the potential for injury, property damage and public expense due to natural and man-made hazards. In order to protect the public, the Health and Safety Element identifies areas where hazards to life and property may occur and establishes protective measures to reduce risk.

The element establishes two State-mandated elements of the General Plan. The two mandated elements are Safety and Health. The potential hazards discussed in the Health and Safety Element are seismic hazards, geologic hazards, flooding, fire hazards, exposure to noise and exposure to hazardous materials.

Section 2.2

OBJECTIVES, POLICIES AND PROGRAMS

The Health and Safety Element provides the City objectives, policies and implementing programs for safety issues. The issues are grouped by the following objectives:

- 1.0 Minimize the impact of natural and man-made hazards on persons and property
- 2.0 Engage in disaster planning
- 3.0 Promote awareness of people to emergency risks and threats

The Health and Safety Element is a key component of the City's overall disaster preparedness and response plan. It provides a framework for the City's disaster response and recovery efforts. The element is designed to be a living document that will be updated as new information and resources become available.

Policy 22-1.1

Seismic Hazards. Encourage the use of new building and fire occupancy codes which enhance seismic safety.

Program 22-1.1.1

Seismic Safety. Encourage the use of new building and fire occupancy codes which enhance seismic safety. Encourage the use of new building and fire occupancy codes which enhance seismic safety.

Program 22-1.1.2

Building Code (Seismicity, Standards). Regularly update the City's Building Code as necessary to reflect current standards of earthquake safety.

HEALTH AND SAFETY ELEMENT

HEALTH AND
SAFETY ELEMENT

HEALTH AND SAFETY ELEMENT

Section 7.1

INTRODUCTION AND PURPOSE

A significant amount of the land within the Sausalito planning area is subject to a variety of natural hazards. The intent of the General Plan is to reduce the potential for injury, property damage and public expense due to natural and man-made hazards. In order to protect the public, the Health and Safety Element identifies areas where hazards to life and property may occur and sets forth protective measures to reduce risk.

This element combines two State mandated elements of the General Plan. The two mandated elements are Safety and Noise. The potential hazards discussed in the Health and Safety Element are seismic hazards, geologic hazards, flooding, fire hazards, exposure to noise and exposure to hazardous materials.

Section 7.2

OBJECTIVES, POLICIES AND PROGRAMS

The Health and Safety Element presents the City's objectives, policies and implementing programs for safety issues. The issues are grouped by the following objectives.

- 1.0 *Minimize the impact of natural and man-made hazards on humans and property*
- 2.0 *Engage in disaster planning*
- 3.0 *Prevent exposure of people to unacceptable noise levels*

Objective HS-1.0

Minimize the Impact of Natural and Man-Made Hazards on Humans and Property. *Minimize the potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards.*

■ Policy HS-1.1

Seismic Hazards. Protect existing and new buildings and their occupants from seismic hazards.

Program HS-1.1.1

Earthquake Resistant Construction Standards. *Require that new buildings and additions to existing buildings be designed and constructed according to current standards for earthquake resistant construction.*

Program HS-1.1.2

Building Code (Earthquake Standards). *Regularly update the City's Building Code as is necessary to address current standards of earthquake safety.*

Program HS-1.1.3

Unreinforced Masonry Buildings Ordinance. Adopt an Unreinforced Masonry Buildings Ordinance requiring structural evaluation and consider requiring seismic retro-fit to City specified seismic safety standards.

Program HS-1.1.4

Seismic Safety Pamphlet. Provide assistance by distributing the "Homeowners Guide to Earthquake Safety" and the Commercial Property Owners Guide to Earthquake Safety" pamphlets published by the California Seismic Safety Commission.

Program HS-1.1.5

Geologic Hazard Maps. Maintain a file of detailed geological hazard maps in the Planning Department.

■ **Policy HS-1.2**

Other Geologic Hazards. Require that all geologic hazards be adequately addressed and mitigated through project development.

Program HS-1.2.1

Zoning Ordinance (Geologic Feasibility Reports). Amend the zoning ordinance to require the submittal of geologic and/or geotechnical feasibility reports for development of new buildings or significant additions to existing buildings requiring discretionary approval.

Program HS-1.2.2

Zoning Ordinance (Geotechnical Reports). Amend the zoning ordinance to require the submittal of design level geotechnical reports for all grading and building permits.

Program HS-1.2.3

Geotechnical Review Procedures. Adopt guidelines establishing geotechnical review procedures, including but not limited to, the content of geologic feasibility reports and design level geotechnical reports, and the credentials of the authors of such reports.

Program HS-1.2.4

Building Code (Runoff). Continue to enforce the Building Code to require all runoff and down spout water collection from new construction be discharged into the City storm drain system or other appropriate facility.

Program HS-1.2.5

Grading Ordinance. Consider developing and adopting a grading ordinance that will establish review and performance standards for excavation, cuts and fills and project monitoring.

Program HS-1.2.6

Detailed Geologic Map and Report. Consider preparing a detailed geologic map and geotechnical report on geologic conditions and hazards in the City, including all landslides, to provide a more detailed data base for planning and evaluation of individual projects.

Program HS-1.2.7

Erosion Control. Continue to enforce the standards for erosion control contained in Title 8 of the Sausalito Municipal Code.

Program HS-1.2.8

New Parcel Slope. New lots should be graded so that the lot drains toward the street at a minimum of two percent (2%) grade.

■ **Policy HS-1.3**

Flooding. Protect all existing and future structures, and their occupants, from the threat of potential flooding.

Program HS-1.3.1

100-Year Flood Zone. Continue to require that new construction and substantial improvement of any structure, other than accessory structures, within the 100 year flood zone on the Flood Insurance Rate Map be designed to withstand impacts of potential flooding.

Program HS-1.3.2

Zoning Ordinance (Tsunami Hazards). Continue to review the effect of tsunamis on parcels that have an elevation of 20 feet or less above Mean Lower Low Water level datum through the environmental review process.

Program HS-1.3.3

100-Year Flood Zone Mapping. Update the "100-year" flood area map, as shown on map GP-18, as new information becomes available from the Federal Emergency Management Agency or the U.S. Department of Housing and Urban Development.

Program HS-1.3.4

Zoning Ordinance (Shoreline Development). Amend the zoning ordinance to require that the lowest point of the lowest structural member of new construction in shoreline areas subject to flooding maintain a height consistent with the City's Federally mandated Flood Plain Management program.

Program HS-1.3.5

Creek Drainageway Monitoring. Periodically monitor the City's creek drainageways in order to keep them clear and prevent blockage of storm waters (see Policy EQ-3.9).

■ Policy HS-1.4

Shoreline Safety. Minimize the potential for personal injury and damage to shoreline property from waves and flooding.

Program HS-1.4.1

Rise in Sea Level. Continue to support studies by appropriate State agencies which monitor the rise in sea level.

Program HS-1.4.2

Shoreline Flooding Identification. Require site plans of shoreline development to identify areas of the parcel subject to flooding, wave action, and BCDC review.

Program HS-1.4.3

Wind Waves. Support BCDC in exploring ways to reduce the effects of wind waves on the shoreline and waterborne uses.

Program HS-1.4.4

Vertical Land Motion Survey. Support the US Geological Survey and BCDC vertical land motion survey program.

■ Policy HS-1.5

Fire Safety. Minimize the risk of property damage and personal injury resulting from structural and wildland fires.

Program HS-1.5.1

Building and Fire Codes Application. Require that all new construction and upgrading of existing structures adhere to the fire safety standards contained in the Building and Fire Codes.

Program HS-1.5.2

Building and Fire Codes Amendment. Amend the Building and Fire codes as necessary to address fire hazard conditions unique to Sausalito.

Program HS-1.5.3

Plant Materials List. Develop a list of plant materials selected to minimize fire hazards to residential structures as a resource to potential applicants.

Program HS-1.5.4

Water Fire and Rescue Equipment. Continue to study the potential location of a boathouse or other means to house City water based fire and rescue safety equipment.

Program HS-1.5.5

Roofing Material. Continue to require that all roofing material used in new construction be fire rated "A".

Program HS-1.5.6

Removal of Brush. Establish a program for the removal of brush, certain trees, and other excess fuel materials on public and/or lands in coordination with open space management programs (see Policy EQ-1.4).

Program HS-1.5.7

Public Awareness of Fire Safety. Develop and initiate a public awareness educational program about fire safety through the Disaster Preparedness Committee.

Program HS-1.5.8

Use of Treated Water for Fire Fighting. Investigate the use of treated waste water for fire fighting.

Program HS-1.5.9

Mapping of Fire Hazard Areas. Initiate a mapping program which identifies and maps fire hazard areas.

Program HS-1.5.10

Fire Suppression Plans. Develop fire suppression plans and strategies for those areas that are mapped as fire hazard areas.

Program HS-1.5.11

Water Deficient Areas. Develop a plan to correct the fire suppression water supply deficiencies for the areas designated on map GP-20.

Program HS-1.5.12

Inter-Jurisdictional Cooperation. Cooperate with local and regional jurisdictions to maintain adequate water capacity for fire protection.

Program HS-1.5.13

Floating Homes. Require that all floating home areas, whether in the City or within the Sphere of Influence, have a dedicated fire main at MMWD pressure.

Program HS-1.5.14

Construction Requirements. Require that all floating homes have the same fire construction requirements as land based homes.

■ **Policy HS-1.6**

Hazardous Materials. Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal and transporting of hazardous materials and waste by adopting the Marin County Hazardous Waste Management Plan which includes the following policies.

- (1) **Waste Reduction.** Reducing hazardous waste is the top priority of the Marin County Hazardous Waste Management Plan.

- (2) **Public/Private Partnership.** Marin County and its cities and towns will continue to develop a strong public/private partnership to further develop and implement the goals and objectives identified in the Marin Hazardous Waste Management Plan.
- (3) **Public Involvement.** Marin County and its cities and towns will encourage active public involvement in continuing review and implementation of the Marin Hazardous Waste Management Plan.
- (4) **Management Hierarchy.** Marin County and its cities and towns will require and/or encourage all hazardous waste generators - including large quantity generators, small quantity generators, local governments and districts, and households - to adopt and implement the following hierarchy of hazardous waste management practices to the maximum extent feasible:
 - a. Source Reduction
 - b. On site recycling
 - c. Off site recycling
 - d. On site treatment
 - e. Off site treatment, and if necessary,
 - f. Disposal in residuals repositories.
- (5) **Ongoing Education.** Marin County and its cities and towns will develop and promote widespread, on going education regarding the use, treatment, and disposal of hazardous materials and waste.
- (6) **Small-Quantity Generators.** Marin County and its cities and towns will actively assist commercial small quantity generators in meeting the goals, policies, and objectives of the Marin Hazardous Waste Management Plan.
- (7) **Household Wastes.** Marin County and its cities and towns will develop an effective program for managing household hazardous wastes generated in the county. This will include the investigation of possible sites in Sausalito for the periodic disposal of household hazardous wastes.
- (8) **Enforcing Standards.** Marin County and its cities and towns will assist local, regional state, and federal authorities with enacting and enforcing hazardous materials and waste regulatory standards.
- (9) **Emergency Response.** Marin County and its cities and towns support the development and maintenance of adequate response capabilities for hazardous materials and waste emergencies. This support will include coordination among all local jurisdictions and appropriate state and federal agencies.
- (10) **Safe Transportation.** Marin County and its cities and towns will work within their limits to ensure safe transportation of hazardous wastes in the county.

- (11) **Siting Needed Facilities.** Marin County and its cities and towns will support efforts to develop needed facilities to transfer, store, recycle, treat, or dispose of hazardous wastes generated in Marin County. In siting these facilities, Marin County and its cities and towns will participate in cooperative efforts with jurisdictions within and beyond the county.
- (12) **Contaminated Sites.** Marin County and its cities and towns will promote programs to prevent site contamination resulting from the use of hazardous materials and wastes. Timely cleanup of contaminated sites will also be encouraged.
- (13) **Inter-county Information Exchange.** Marin County and its cities and towns will share with other counties information pertaining to inter-county movement of hazardous wastes. this information will include: (a) Quantities and types of hazardous wastes imported to and exported from Marin County; (b) offsite commercial transfer, storage, and disposal capacity in Marin County, and impending actions that would significantly reduce or expand such capacity; (c) changes in hazardous waste generation patterns, such as new industries or changes in local regulations that would result in a significantly increased need for out-of-county disposal. Marin County will request and encourage the State Department of Health Services to develop a program to provide annual summaries of the hazardous waste manifest data that will provide counties with import/export data necessary to meet inter-county information sharing requirements.

Program HS-1.6.1

Marin County Hazardous Waste Management Plan. *Work with Marin County, other Cities in Marin County and other jurisdictions as necessary on implementation measures described in Chapter 10 of the Marin County Hazardous Waste Management Plan.*

Program HS-1.6.2

Subsurface Contamination Investigations. *Through the environmental review process, require subsurface contamination investigations at potentially contaminated sites prior to development approval.*

Program HS-1.6.3

Use of Potentially Harmful Materials on Public Lands. *Continue to enforce the personnel regulation that requires the use of potentially harmful materials on public lands be done by qualified professionals only.*

Program HS-1.6.4

Eliminate Use of Harmful Materials. *Work to eliminate the use of potentially harmful materials on public land.*

Program HS-1.6.5

Coordination of Recycling Efforts. *Coordinate and expand local recycling efforts and publicity efforts with those of the County to promote safe disposal and recycling of household hazardous waste. (See Program EQ-3.14.2.)*

Program HS-1.6.6

Public Awareness of Toxic Materials. *Initiate public awareness programs to minimize the use of toxic garden and lawn sprays for both private and public purposes (see Program EQ-3.11.4).*

Program HS-1.6.7

Phase I Reports. *Require, at minimum, a Phase I hazardous materials assessment for all future development or redevelopment projects on sites located within the Marinship area or on sites with a known history of industrial uses such as gas stations.*

Program HS-1.6.8

Hazardous Materials Business Plan. *Continue to require that all businesses that store more than fifty five (55) gallons of hazardous materials on site file a Hazardous Materials Business Plan with the County Office of Waste Management.*

Program HS-1.6.9

Inspection. *Require the Fire Inspector to inspect the types, amounts, and storage facilities of all hazardous materials located on all business sites during the Occupancy Permit process.*

Program HS-1.6.10

Use of Harmful Materials. *Place signage notifying the public of the use of pesticides and herbicide when on public lands.*

■ **Policy HS-1.7**

Police Safety. Maintain a crime free environment while minimizing increases in police service needs.

Program HS-1.7.1

Crime Prevention Design. *Require that crime prevention design be considered in construction through appropriate project referrals to the Police Department.*

Program HS-1.7.2

Lighting Along Bridgeway and the Waterfront. *Study options to provide low key lighting and access for patrol purposes on pathways and steps along Bridgeway and the waterfront.*

Objective HS-2.0

Engage in Disaster Planning. *Ensure appropriate disaster preparedness planning and response.*

■ **Policy HS-2.1**

Emergency Preparedness. Ensure that the City, its citizens, businesses and services are prepared for an effective response and recovery in the event of emergencies or disasters.

Program HS-2.1.1

City Emergency Response Plan. Implement and publicize the City's emergency response plan.

Program HS-2.1.2

Disaster Preparedness Coordination. Coordinate City-wide and neighborhood disaster preparedness planning efforts through the Emergency Preparedness Committee with the Fire and Police Departments, the American Red Cross, and the County.

Program HS-2.1.3

Citizen Training. Support the American Red Cross citizen training in how to respond to emergencies.

Program HS-2.1.4

Specific Action Plan. Develop an emergency response action plan to address identifiable risks in the case of an emergency or disaster.

■ Policy HS-2.2

Public Facilities. Locate and design emergency buildings, vital utilities, communication systems, and other public facilities so that they remain operational during and after a major earthquake or other disaster.

Program HS-2.2.1

Emergency Coordination Center. Locate and develop an emergency coordination center in one or more public buildings.

■ Policy HS-2.3

Access for Emergency Vehicles. Provide adequate access for emergency vehicles and equipment, particularly fire-fighting equipment.

Program HS-2.3.1

Street Encroachment Permit Process. Develop a temporary street encroachment permit process so that construction and other large pieces of equipment or vehicles occupying the public right-of-way may be regulated.

Program HS-2.3.2

Street Frontage Improvement. Require frontage improvements which include road widening for on street parking when private development is proposed and where neighborhood compatibility concerns can be addressed (see Policy CP-2.4).

■ Policy HS-2.4

Overhead Utilities. Minimize the risk to public health and safety from overhead utilities.

Program HS-2.4.1

Priority Undergrounding. *Prioritize the undergrounding of those overhead utilities which hinder the movement of emergency vehicles and other Health and Safety risks such as PCB's, falling wires, and electromagnetic fields.*

Program HS-2.4.2

District Formation. *Encourage the formation of undergrounding districts at the neighborhood level to realize the benefits of undergrounding.*

Program HS-2.4.3

Community Design. *Refer to Policy CD-3.3.*

Objective HS-3.0

Prevent Exposure of People to Unacceptable Noise Levels. *Minimize excessive sound intrusions in the City of Sausalito and prevent exposure of residents to unacceptable noise levels.*

■ **Policy HS-3.1**

Noise Guidelines. Establish noise level guidelines to direct the siting, design and insulation of new residential, commercial and industrial development.

Program HS-3.1.1

Land Use Compatibility Standards. *Apply the Land Use Compatibility Standards (see Table 7-4 in the Background section) along with the noise contours shown on GP Map 19 when reviewing the siting and design of new or substantially remodeled structures.*

Program HS-3.1.2

Noise Insulation Standards. *Adopt and continue to enforce the noise insulation standards of the State of California Administrative Code, Title 24 and the Uniform Building Code, Chapter 35 for residential development.*

Program HS-3.1.3

Interior Noise Guidelines. *Rely on the interior noise guidelines in Table 7-5 when considering the feasibility of new or substantially remodeled commercial and industrial structures.*

Program HS-3.1.4

Environmental and Design Review Assessment of Noise. *Identify conditions which should be imposed to achieve desired noise levels specified in the Background section of this element through environmental and development review.*

■ **Policy HS-3.2**

Impacts on Existing Developed Areas. Prohibit unnecessary, excessive and annoying noise in existing developed areas.

Program HS-3.2.1

Noise Ordinance Review. Review the existing Noise Ordinance and consider changes including the provision of realistic quantifiable noise standards and effective enforcement.

■ **Policy HS-3.3**

Traffic Noise. Strive to reduce traffic noise levels in existing residential areas.

Program HS-3.3.1

Enforcement of Vehicle Noise Standards. Continue enforcement of vehicle noise standards through noise readings and enforcement actions.

Program HS-3.3.2

Purchase of New City Vehicles. Consider noise criteria in the purchase of new City vehicles, their components and other equipment.

Program HS-3.3.3

Coordination with CalTrans. Work with CalTrans to explore alternatives to the construction of sound walls along Highway 101.

■ **Policy HS-3.4**

Single-Event Noise. Allow single-event occurrences at specific sites per Policy EQ-2.2 subject to special permit conditions which alleviate noise to the greatest extent possible.

Program HS 3.4.1

Special Events Permits. Continue to require special permits for special events.

Program HS-3.4.2

Special Events. Limit the number of special single events that are allowed to take place a year.

■ **Policy HS-3.5**

Construction Noise. Strive to reduce noise levels associated with construction activities.

Program HS-3.5.1

Equipment Noise. Require noise baffling devices to be installed on heavy equipment during site excavation, grading, or construction.

Program HS-3.5.2

Construction Noise. Continue to restrict construction activities to acceptable time periods.

Program HS-3.5.3

Sound Walls. Consider constructing temporary sound walls surrounding construction sites during the course of construction.

HEALTH AND SAFETY BACKGROUND

The Health and Safety Background section describes conditions which exist in Sausalito which may result in hazards to the community. Potential health and safety hazards must be considered in planning the location, design, density, intensity and type of land use in a given area. Also addressed within this section of the Plan is the intent behind health and safety policies and their implementing programs.

■ General Geological Conditions

The City of Sausalito is located along the eastern shore of Marin County, at the base of the foothills southeast of Mount Tamalpais. Marin County lies within the central portion of the Coast Range Geomorphic Province of California, a region characterized by northwest-trending valleys and mountain ranges. These topographic features are generally parallel to the major geologic structures such as the San Andreas system of active faults.

Bedrock in the area consists mainly of the Franciscan Assemblage, a diverse and structurally complex group of igneous, metamorphic, and sedimentary rocks of Upper Jurassic to Cretaceous age (140 to 65 million years old). These rocks underlie most of the Coast Ranges east of the San Andreas fault, which is located approximately 6.5 miles southwest of Sausalito. In southern Marin County, the Franciscan rocks are overlain by alluvium, colluvium and bay mud deposits of Plio-Pleistocene to Holocene age (less than 2 million years old).

The geology of the region has been mapped by several previous investigators including Lawson (1914), Ver Planck (1955), Schlocker (1974), Bedrossian (1974), Blake, et al., (1974) and Rice, et al. (1976). These maps differ in scale and detail, but they generally agree that Sausalito is underlain by bedrock units of the Franciscan Assemblage. (See separate technical report for map of geologic units and detailed descriptions of various rock types). Three major bedrock units are exposed within the City. The southwestern end of the City is underlain by Franciscan greenstone, an altered volcanic rock, and chert, a fine-grained siliceous rock. Chert is the dominant rock type above the approximately 100 foot contour in the southern part of the City. The base of the chert is shown by Rice, et al. (1976) to be thrust fault, below which the dominant rock type is melange, a mixture of shale, sandstone locally containing masses of a variety of other rock types rocks. Melange is the dominant bedrock type in the northern half of the City.

Many of the hillside swales and small valleys that characterize the City contain varying thickness' of colluvium, a thick soil deposit that forms as the result of erosion, soil creep and sloughing of the adjacent slopes. This unit may include deposits of alluvium (stream sediments) in the more flat lying valley bottoms. The relatively flat land along the bay margin is underlain by a combination of natural bay mud and man-made fill. There are also a number large fills along Highway 101 (see separate technical report). Many smaller fills, are also present in the developed hillside areas throughout the City.

Faults

The most significant geologic structure in the region is the active San Andreas fault, which trends northwestward through western Marin County and the adjacent Pacific Ocean. At its nearest point, the fault lies approximately 6.5 miles southwest of Sausalito in the Pacific Ocean. The fault comes on land at Bolinas Lagoon, about 9.5 miles northwest of Sausalito. The San Andreas is an active, right-lateral strike-slip fault (i.e. the land west of the fault generally moves north with respect to the land east of the fault during large earthquakes) and has been the source of many earthquakes during historic time. The San Andreas is the only active fault known to be present in southern Marin County (Brown, 1970; Fox, 1983). It is the only fault in southern Marin County that has been zoned by the California Division of Mines & Geology (1974) under the provisions of the Alquist-Priolo Special Studies Zone Act of 1972.

Other major active faults in the north bay region include the Hayward fault, and the Rodgers Creek fault 13 miles east and 22 miles northeast of Sausalito, respectively. Other, more distant, active faults in the region include the San Gregorio, Calaveras, West Napa, Greenville, Concord, and Green Valley faults.

A thrust fault (a fault where one terrain overrides another along a gently inclined fault plane) was mapped at the contact between chert or sandstone and melange member of the Franciscan Assemblage Rice, et al. (1976) and is described as inactive. That fault is shown by Jennings (1975) to be a pre-Quaternary fault, or one that has not moved within the last 2 million years.

Seismicity

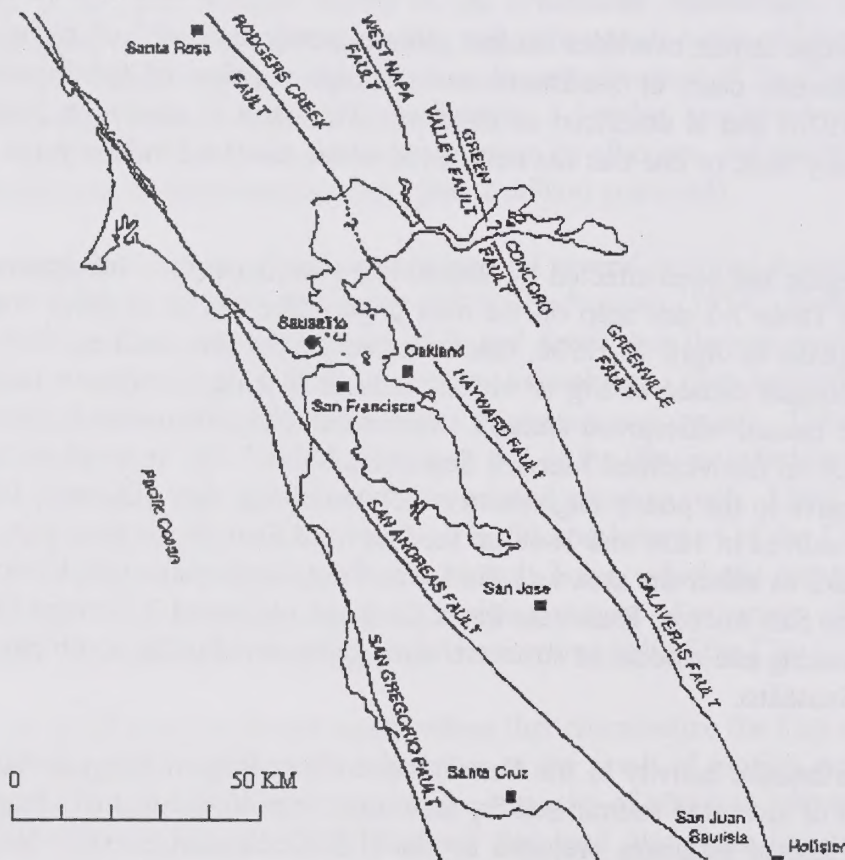
The San Francisco Bay Region has been affected by several large earthquakes. Information on these faults is presented in Table 7-1 and map on the next page. The largest of these was the great San Francisco earthquake of April 18, 1906, that occurred on the San Andreas fault near San Francisco. This earthquake caused strong to violent ground shaking throughout much of west central California and caused widespread damage. Ground shaking intensities in Sausalito were approximately VIII-IX on the Modified Mercalli Scale (see Table 7-2). In southern Marin County, damage was extensive to the poorly engineered structures of that time (Lawson, 1908). Other large earthquakes occurred in 1836 and 1868 on the Hayward Fault in the East Bay. The most recent large earthquake to effect the area was the Loma Prieta earthquake which occurred on October 17, 1989, on the San Andreas Fault near Santa Cruz and registered 7.1 on the Richter scale. Although ground shaking and associated structural damage occurred in the south bay area, little damage occurred in Sausalito.

The recent increase in earthquake activity in the San Francisco Bay Region suggests that the region is entering a period of increased seismic activity that could include one or more large and destructive earthquakes. Recent estimates prepared by the U.S. Geological Survey's Working Group on California Earthquake Probabilities (1990) indicate that the overall probability of one or more large earthquakes (magnitude 7.0 or greater) in the Bay Area is approximately 67% in the next 30 years. Such earthquakes are considered most likely to occur on the San Andreas, Rodgers Creek or Hayward faults. Although less information is available for the San Gregorio fault, it is also considered active and capable of generating large earthquakes. Assuming that the earthquake epicenter is located on a nearby segment of one of the principal active faults, ground shaking intensities of approximately VIII-X could be expected in Sausalito.

Table 7-1
Principal Active Faults

Fault	Distance (Miles)	Largest Historical Earthquake (Year)	Maximum Credible Earthquake 1,2 (MCE)	Peak Bedrock Acceleration at Sausalito
San Andreas	6.5	8.3 (1906)	8.5	1.00
San Gregorio - Seal Cove	9.0	-	7.5	0.40
Hayward	13.0	7.0 (1836) 6.7 (1868)	7.5	0.35
Rodgers Creek	2.0	5.7 (1969)	7.5	0.20

1. Expressed as Richter Scale Magnitudes.
2. The Maximum Credible Earthquake is the largest earthquake considered possible under present geological conditions.
3. Rock accelerations expressed as a fraction of g , acceleration due to gravity; values are approximate.



Source: James Joyce Associates (1992)

Table 7-2

Modified Mercalli Intensity Scale

- I Not felt by people, except under favorable circumstances.
- II Felt indoors by a few people, especially on upper floors of multi-story buildings, and by sensitive persons.
- III Felt indoors by several people, usually as a rapid vibration that may not be recognized as an earthquake at first. Vibration is similar to that of a light or lightly loaded truck, or heavy truck passing some distance away.
- IV Felt indoors by many, outdoors by a few. Awakens a few individuals, particularly light sleepers, but frightens no one except those apprehensive from previous experience. Vibration like that due to passing of heavy or heavily loaded truck.
- V Felt indoors by practically everyone, outdoors by most people. Direction can be estimated by those outdoors. Awakens many, or most sleepers. Frightens a few persons, with slight excitement.
- VI Felt by everyone, indoors and outdoors. Awakens all sleepers. Frightens many persons; general excitement.
- VII Frightens everyone, general alarm and everyone runs outdoors.
- VIII General fright, and alarm approaches panic
- IX Panic is general. Evidence of ground disturbance. Considerable damage to masonry buildings. Wood frame buildings shift out of plumb or fall off foundations.
- X Panic is general. Considerable ground disturbance, most masonry and wood frame structures are destroyed.
- XI Panic is general. Widespread ground disturbance, severe structural damage.
- XII Panic is general. Structural damage is total.

Source: James Joyce Associates (1992)

■ Geologic Hazards

Within Sausalito, the most significant geologic hazards are those associated with landslides, debris flows, and ground shaking during earthquakes. Other significant hazards include the potential for settlement of structures constructed on filled bay land, expansive soils, and flooding. These and other possible hazards are discussed below.

Landslides

Several types of landslides are common in southern Marin County. Sausalito has been impacted many times by slope failures that began near and within the City limits. Several landslides have been mapped within or near the City by Schlocker (1974), Bedrossian (1974), and Rice, et al. (1976). (The landslides mapped by Rice et al., 1976, are apparently based on aerial photo interpretation and is, therefore, subject to some uncertainty). Two moderately large landslides are mapped on the hillside south of City Hall by Rice et. al.(1976). A reconnaissance of these areas revealed no evidence of landslide activity and it is uncertain if these landslides exist.

The mapped landslides are mainly slow moving slump or earthflow landslides that are confined to the soil mantle and shallow, weathered bedrock. Movement on these landslides typically occurs during the winter or spring as a result of rainfall. Movement can also occur during large earthquakes. Landslides can cause extensive damage to buildings, roadways or other facilities located on the landslide and often result in large property losses. Because these types of landslides are slow moving, people are rarely injured or killed by landslide movement.

Landslides can also result where excavations (cut slopes) are made into hillsides. Depending on geologic conditions, such excavations can trigger instability. Such instability has occurred previously along several of the Highway 101 cuts in Marin County. All significant cut slopes should be investigated by a qualified engineering geologist or geotechnical engineer prior to grading to determine if the planned cuts will be stable.

Debris Flows

Debris flows are fast moving, highly fluid landslides that typically occur during periods of intense rainfall. Debris flows originate most commonly on steep slopes, within hillside swales filled with unstable colluvium and move rapidly down the swales or ravines coming to rest in the near-level valley bottom areas. Within Sausalito, many of the swales or ravines that occupy the steep hill slopes may be capable of generating debris flows. Debris flows are most likely to originate on slopes underlain by chert, greenstone and sandstone (generally the central and southern portions of the City). Areas underlain by melange, such as those in the northern portion of Sausalito, are generally characterized by earthflows or slumps and are considered less likely to generate debris flows (Ellen, et al., 1982).

Structures located in debris flow paths can be severely damaged or destroyed. During the intense storms of January 1982, several fatalities occurred in the Bay Area, including several within Marin County, as a result of residences being impacted by debris flows (Ellen et al., 1988). One such fatality occurred in Sausalito.

The risk of loss of property or life as a result of debris flows can be reduced in several ways. The most effective strategy is to avoid placing structures or facilities in debris flow paths. Where structures exist within areas at risk of debris flows several measures can be taken to reduce the risk. These strategies measures generally involve stabilizing the debris flow source areas through regrading, subdrainage or retaining walls, constructing structures to retain debris or to divert debris away from structures. Detailed geologic mapping and subsurface exploration are required to evaluate debris flow risk and provide recommendations for mitigation measures. Within developed areas, debris flows are sometimes triggered by concentrated runoff being discharged onto natural slopes, manmade slopes, or into swales filled with unstable deposits. This risk can be minimized through construction of appropriate storm drainage facilities in these areas.

■ Earthquake Hazards

Sausalito lies within a seismically active region that includes much of western California. Four major active fault systems, the San Andreas, Rodgers Creek, Hayward, and San Gregorio, are known to exist in the vicinity. Each of these faults is capable of generating large earthquakes that could produce strong to violent ground shaking in Sausalito. At present, it is not possible to predict precisely when or where movement will occur on these faults.

In the event of an earthquake, seismic risk to a structure will depend on the distance to the earthquake epicenter, the characteristics of the earthquake, the subsurface conditions underlying the structure and its immediate vicinity, and the characteristics of the structure. The intensity of ground shaking can be amplified by local geologic conditions. Areas most susceptible to a significant amplification of ground shaking are areas underlain by soft sediments such as Bay Mud. In several areas along the Sausalito waterfront fill has been placed over Bay Mud as a part of site development. These areas are likely to experience substantially stronger ground shaking than nearby areas underlain by bedrock at a shallow depth. The magnitude of ground shaking amplification will depend on many factors including earthquake characteristics and location and the engineering characteristics of the site. Careful geotechnical analysis is required to provide an estimate of the amount of amplification that can occur. Ground shaking amplification observed along San Francisco Bay during the Loma Prieta earthquake suggests that amplifications could be as large as a factor of two.

Experience gained during previous earthquakes has shown that the structures most susceptible to earthquake damage are older structures (those constructed before about 1950) and unreinforced masonry buildings (URMs). Within older wood frame structures structural damage occurs most frequently as a result of poorly designed foundations or a lack of structural bonding between the foundation and the building. During the recent Loma Prieta earthquake, many such structures in Los Gatos and Santa Cruz were thrown from their foundations and received moderate to severe structural damage as a result. The risk of structural damage can often be significantly reduced by securely attaching the structure to the foundation. Shear walls or other structural reinforcements within the building may also be useful in improving resistance to earthquakes.

Unreinforced masonry chimneys often collapse during earthquakes. Collapse may occur during earthquakes of moderate magnitude where the attached building receives little or no damage. The risk of collapse of unreinforced masonry chimneys can be reduced by adding structural supports to existing chimneys or incorporating steel reinforcement into new chimneys.

A large number of unreinforced masonry buildings (those constructed with brick, cinder block or stone without steel reinforcement) were constructed in California in the early part of this century. Structures of this type are prone to collapse during large earthquakes. Several unreinforced brick structures in downtown Santa Cruz and Los Gatos collapsed during the recent Loma Prieta earthquake resulting in several fatalities. Unreinforced masonry buildings can often be brought up to acceptable earthquake design standards by adding structural reinforcement.

Given the high risk of large earthquakes in the Bay Area and in Sausalito, unreinforced masonry structures should be considered a significant risk to public safety. The City has conducted an inventory of all unreinforced masonry (URM) buildings in Sausalito in response to requirements of SB 547 (Government Code § 8876) which deals with the reduction of seismic hazards in existing buildings. The City has also passed an ordinance which requires the submittal of structural analyses of all the URM buildings identifying the extent of the work needed to strengthen them.

Within the City limits, there are ten (10) unreinforced masonry buildings. All of these buildings are located in the Downtown and Caledonia Street areas of the City. In response to this current situation, the Plan proposes that the City consider adopting phase two of the URM ordinance which will ensure the timely seismic retro-fitting of the affected structures.

In addition the ten recognized unreinforced masonry buildings, Sausalito is comprised of many older structures. Although these structures are not unreinforced masonry buildings, they share similar risks. In the event of an earthquake, these older structures could potentially slip off their foundations or suffer chimney damage. To increase public awareness of the risks, the Plan provides for the City to make people aware of the pamphlets, A Homeowners Guide to Earthquake Safety and the Commercial Property Owners Guide to Earthquake Safety, published by the California Seismic Safety Commission which identify potential hazards and ways to mitigate or correct those hazards.

Fault Rupture

There are no known active faults within Sausalito. Ground rupture tends to occur along lines of previous faulting. The closest known active fault is the San Andreas Fault which lies along the western coast of Marin County. Fault related ground rupture is therefore considered unlikely within Sausalito.

Earthquake-Related Ground Failure

Various forms of ground failure often occur during or immediately following an earthquake, as a result of ground shaking. The nature and severity of these effects are determined by the magnitude and duration of shaking and the local geologic and groundwater conditions. Some localized ground cracking was noted in Sausalito after the 1906 earthquake (Youd and Hoose, 1978). Earthquake-related ground failures can be divided into several types including lateral spreading, lurch cracking, and liquefaction.

Lateral spreading is the movement of loose surficial materials over gentle slopes during an earthquake. This phenomenon occurs most often in areas underlain by thick soils or unconsolidated sediments adjacent to a slope such as a creek channel. Movements of up to several feet are possible.

Lurch cracking is the formation of various types of fissures or cracks in the ground surface resulting from the oscillatory motion of the ground during an earthquake. This usually occurs in relatively flat areas underlain by loose, unconsolidated materials, and is exacerbated by the presence of shallow groundwater.

Liquefaction occurs in granular materials as a result of ground shaking, and is often followed by local settling or slope failure. The potential for liquefaction is considered to be highest in areas underlain by saturated, unconsolidated, granular sediments. Within Sausalito, the areas most at risk from liquefaction are in the flat lying valley bottoms and along the bay margin.

Slope failure or landsliding most frequently occurs under non-seismic conditions, but can be triggered or accelerated by ground shaking. In southern Marin County, the potential for seismically induced landsliding to occur depends upon a number of factors, including the nature of

bedrock, nature and depth of soils, angle and direction of the slope, and moisture content. The most common type of earthquake-induced ground failures are small sloughs or rock slides in steep cut slopes. Movement can also occur in pre-existing landslides.

The risk of lateral spreading, lurch cracking, or liquefaction is moderate to low within the low-lying, coastal portions of Sausalito and very low in upland areas. Small rock slides are likely to occur along steep cut slopes such as along roadways during earthquakes and some movement of the larger landslides may occur.

Tsunami

Tsunamis are large, long period sea waves generated by earthquakes. Several small to moderate size tsunamis have impacted the coast of California during historical times. The highest recorded tsunami wave in San Francisco Bay resulted from the 1964 Alaskan earthquake. This wave reached about 7 1/2 feet at Fort Point, and achieved a maximum height within the Bay of 3 3/4 feet above mean high tide level. During the 1964 event, successive waves and associated currents caused damage to harbors in Sausalito and San Rafael (Rice, et al., 1976). Damaging tsunamis typically result from earthquakes located far from California in places such as Alaska or the western margin of the Pacific basin. Earthquakes occurring on strike slip faults such as those which dominate the central California coast do not typically produce large tsunamis. Waves originating across the Pacific basin will require several hours to travel to the site which allows for the warning of coastal residents. Although sufficient data are not available to precisely evaluate tsunamis risks there is a risk of tsunamis inundation within the coastal low lying portions of Sausalito. Portions of the low-lying plain along Richardson Bay are susceptible to inundation from severe storm waves, very high tides, storm flooding, and tsunami (map GP-18). Ritter and Dupre (1972) and U.S. Geological Survey (1972) show most of the area east Bridgeway to be susceptible to inundation during a 100-year flood. It must be assumed, since this area is adjacent to the Bay, that this area is also susceptible to tidal or tsunami flooding.

■ Expansive Soils

Portions of the City are underlain by expansive soils. Soils of this type undergo a significant volume change as a result of wetting or drying over time such volume changes can cause damage to improperly designed structures. Although the extent of expansive soils is not known, such soils occur most frequently in areas underlain by Franciscan melange bedrock. Expansive soils can be mitigated through special foundation or pavement design.

■ Drainage

Proper drainage is an important consideration in controlling the potential for instability (landslides, debris flows, etc.) within hillside developments. Control of runoff is also important in controlling erosion and flooding of adjacent properties. Much of the grading done within Sausalito is old and did not include drainage improvements that would be employed today. Where possible, new lots should be graded so that the lot drain toward the street at a minimum of 2%. Water from down spouts and impervious surfaces should be collected and piped to the storm drain system. Where this is not possible, such as in areas of old construction, efforts should be made to collect down spout water, lot runoff, etc. and discharge this water into improved drainage channels.

■ Coastal Erosion

Coastal erosion can be a significant consideration for development along the coast line. Generally, the coastline of Sausalito is protected from large ocean waves and the potential for coastal erosion is judged to be moderate to small. The majority of the coast line of Sausalito has been improved and erosion protection measures have been installed it is likely that coastal erosion can be controlled through normal engineering practices.

■ Flooding

Maps prepared for the National Flood Insurance program indicate that the risk of flooding is high in the low-lying portion of Sausalito, generally east of Bridgeway (GP Map 18). Another area at risk of flooding is along Coloma Street. The remaining portions of the City are generally at higher elevations and the risk of flooding in these areas is low.

Through the environmental review process, the Plan will encourage areas of historical fill to re-engineer existing fill and increase the site elevation to at least 20 feet above Mean Lower Low Water. The increase in elevation of the construction site will reduce the potential exposure of people and property to the 100 year coastal flood. If a development site cannot be improved to such an elevation, all new construction in the areas subject to flooding will be required to prove that the lowest point of the lowest structural member maintains a minimum height consistent with the City's Federally mandated Flood Plain Management program.

The City of Sausalito is one of several agencies that regulate the development of shoreline properties. The San Francisco Bay Conservation and Development Commission (BCDC) is exploring ways to reduce the risk of flooding by wind waves. The wind direction of storms on the Bay can create serious safety hazards to marinas and shoreline properties. Possible methods deserving further exploration with BCDC by which to mitigate wave action hazards include the following:

- (1) Requiring engineering reports for breakwaters, including wave suppressers, wave dampers, floating breakwaters.
- (2) Allowing well-designed rip-rap to prevent erosion.
- (3) Requiring all new piers to be oriented to protect property from dangerous winds from standard events.
- (4) Encouraging the proper maintenance and reconstruction of existing protective barriers for marinas.

Another BCDC project, jointly operated with the US Geological Survey, involves the study of the rise in sea level and the implications to safety and environmental quality that a rising sea level may have. There currently is a monitoring station in the Marinship at the Bay Model. Because this issue does have safety implications to the shoreline development in the City, the Plan calls for the City to support the program of BCDC and USGS to measure sea level rise.

■ Foundation Considerations

Much of the developed portion of Sausalito is in steep hillside areas. Typically, structures constructed on slopes steeper than about 7:1 (horizontal to vertical) are constructed on pier and grade beam foundations. Alternatively, deepened spread footings extending down to bedrock are often utilized. These types of foundations are also generally suitable for areas underlain by expansive surficial soils.

■ Geotechnical Hazard Zones

The City of Sausalito has been divided into five geotechnical hazard zones based on the existing and potential geologic and seismic hazards present in each area (Rice et al. (1976). These zones are described below and their distribution on the site is shown on map GP-17. The boundary lines between the various zones should be considered approximate. The zones are intended for planning purposes only and should not be used as a substitute for detailed geologic or soils studies.

ZONE mu: This zone corresponds to the low-lying margin of Richardson Bay that is underlain by a combination of man-made fill and Bay Mud. The slope stability hazards are low due to the lack of relief. The potential for secondary seismically-induced ground failures, including liquefaction, lurch cracking, lateral spreading and settlement, is moderate to high. This is due to the relatively unconsolidated nature of the sediments, some of which may be granular, and the very low elevation of this area. Portions of this area may undergo long term settlement as a result of consolidation of the Bay Mud or fill. The potential for inundation of this area from stream flooding, high tides, storm waves, or tsunamis is high. The potential for the presence of expansive soils is moderate to high.

ZONE 1: This zone includes gently sloping terrain in both ridge and valley areas. It includes ridge tops and gentle slopes that are underlain by relatively stable, hard bedrock and valley bottoms that are underlain by colluvium and alluvium. Slope stability hazards are low in this zone due to the low relief. The potential for flooding or secondary, seismically-induced ground failures is considered to be low to moderate.

ZONE 2: This zone includes moderately steep slopes underlain by bedrock. Slope stability hazards are slightly higher in this zone due to the increase in slope. The lack of thick soils or colluvium makes the potential for secondary seismically-induced ground failures low. The elevation and relief indicate that the potential for flooding is low. The potential for the presence of expansive soils is low to moderate.

ZONE 3: This zone includes moderately steep to steep slopes underlain by bedrock, colluvium and man-made fill. Slope stability hazards are moderate to high in this zone due to the steep topography and the presence of potentially unstable colluvium and fill. The presence of thick colluvial soils makes the potential for secondary seismically-induced ground failures low to moderate. The elevation and relief indicate that the potential for flooding is low. The potential for the presence of expansive soils is moderate.

ZONE 4: This zone includes existing landslides and steep slopes that are considered to be prone to instability (Rice, et al., 1976). Except for a low flooding hazard, all other hazards in this area are high. The potential for continued or reactivated slope failure to occur in this area is high. The potential for other secondary seismically-induced ground failures to occur is also high.

The Plan directs that the geologic feasibility of all significant projects (those involving new buildings or significant additions to existing structures) be assessed during the discretionary permit stage of project approval. For properties in zone "mu" this evaluation should be performed by a geotechnical engineer. Within Zones 1-4, feasibility should be evaluated by an engineering geologist. Subsurface investigations will be required within Zones 3 and 4 prior to granting of discretionary approvals, and will be required for all zones prior to issuance of a grading or building permit.

The Plan further directs that the City adopt guidelines for the content of the geologic feasibility studies discussed above. All submitted reports will be required to comply with those guidelines.

Foundation design for new construction and significant additions to existing structures will also be accompanied by geotechnical reports according to Plan policies. The City will adopt guidelines for the content of these reports which will require that they be prepared by a qualified geotechnical engineer, assisted by an engineering geologist in Zones 1-4.

In order to verify and refine the data (Rice, et.al. 1976) upon which the geotechnical hazard zone map is based, the Plan calls for the detailed geologic mapping of the entire City. Such mapping could either be done as a one-time, large scale mapping effort or over a longer period, utilizing the results of detailed geologic reports for development that requires such reports. Such a map would provide better information to the City and the public concerning the potential for geologic hazards on specific sites. The map would be accompanied by a geotechnical report describing geologic conditions and hazards discovered in the City and recommendations on the need for additional site specific engineering geologic and geotechnical reports.

■ Fire Hazards

The City of Sausalito is exposed to two types of fires: wildland fires associated with the relatively undeveloped areas of the upper slopes, canyons, and ridges; and urban fires associated with the developed residential hillsides and lower commercial areas. Fires may result from an earthquake due to the disruption of utility lines or from rupture of tanks storing flammable materials. Fires may also be caused by natural phenomenon such as lightning. However, according to City Fire Department Officials, the large majority of fires within the City are caused by humans.

In several parts of the Planning Area, conditions exist where a fire could involve several buildings, causing severe damage or loss of life. In the Downtown area, several buildings, many constructed with common walls, predate City ordinances which require fire protection devices (i.e., sprinklers and smoke detectors). Since December, 1976, City ordinance requires a smoke detection system in built-up commercial areas.

Homes located at the tops of ridges or heads of canyons may be particularly vulnerable to fires ignited from below since the community's hillside topography (steep slopes separated by dry drainage and canyons) lends itself to the creation of a "chimney effect" where the fires are drawn up the canyons and steep hillsides. Periodic high winds create an additional fire fighting problem.

Each area of the City has a different level of fire hazard potential. In order to inform the City residents of their fire hazard risk, the Fire Department has initiated a mapping program to identify and map fire hazard areas based upon criteria drawn from that of the State Division of Forestry (map GP-20). Designated higher fire hazard areas would require a higher fire rating for construction materials as appropriate. The City will continue to require that all roofing materials be fire rated class "A" or better, regardless of the fire hazard zone.

Response times from the City's two Fire Stations are quite good. Virtually, the entire City may be reached within 5 minutes from either station. Water supply and pressure are considered adequate for domestic consumption, but are inadequate for fire flow demands. The Fire Department is investigating the use of treated waste water for fire fighting, thereby conserving scarce water for domestic use. The City has 2 million gallons of water in storage and the Fire Department has equipment capable of drafting water from the Bay in emergencies.

Fire Department personnel are cross-trained in fire fighting, paramedical, and marine/boat protection. In addition, Sausalito, together with the other nearby jurisdictions, routinely engages in intra-jurisdictional mutual aid. All floating home areas, whether in the City or within the Sphere of Influence, must have a dedicated fire main at MMWD pressure. All floating homes should have the same fire requirements as land homes, i.e. fire sprinklers and use of Class 3 construction materials.

■ Hazardous Materials

Hazardous wastes are any chemical compound creating a threat to health, ranging from automobile oil to known cancer causing chemicals. In the 1970's and 1980's, hazards created by toxic waste spills and by contamination from former dump sites have become a subject of increasing concern. Federal and state legislation have focused on cleanup of the most hazardous dump sites, landfill monitoring programs to identify and contain potential hazards, programs to identify businesses using hazardous materials and waste water pre-treatment requirements for industries discharging hazardous waste into municipal systems.

In the last few years, several significant efforts have been made to improve Marin County's capability to deal with hazardous waste. The first actions were related to hazardous materials spills. Included was the creation of the Hazardous Materials Committee within the Marin County Disaster Council. The committee arranged for the establishment of the Hazardous Materials Response Team and prepared the Hazardous Materials Incidence Response Plan, which was made a part of the Marin County disaster plan in 1984. A Joint Powers Agreement (JPA) involving all Marin County cities, the County, California Highway Patrol, and County Fire Districts has designated a unit of the San Rafael Fire Department to contain hazardous materials spills and a unit of the County to identify the type of spill and enforce applicable health laws and regulations regarding such spills.

A second major effort is the adoption of the Marin County Hazardous Waste Management Plan by Marin County and all of its Cities. This plan is required by state law and is intended to evaluate local problems and needs and make recommendations to better protect public health and safety and the environment from the improper management of hazardous wastes. Sausalito has adopted the revised draft plan which is included by reference in this General Plan.

Sites where materials such as paint, rubber products, oil, tar, solvents, and pesticides were used have the potential for containing hazardous soils on the site or nearby. Existing or former light industrial uses located in the community, such as gas stations, machine shops, nurseries, laboratories, laundries, maintenance yards, fuel tanks or chemical storage sites, should be evaluated for potentially hazardous soils prior to development approvals.

Hazardous materials, such as paints, solvents and cleaning compounds, are also typically present in small quantities in people's homes. Proper disposal of these materials is a serious countywide and local issue. The County's Hazardous Waste Management Plan addresses issues such as the management of small volumes of hazardous waste produced by households and businesses.

■ Emergency Preparedness

Emergency (disaster) preparedness planning consists of three major components: government actions, private organization emergency response actions, and individual or small group actions. Emergency preparedness planning recognizes that in the first 72-hours after a major disaster, people must be self sufficient. Governments cannot provide all of the services that may be needed. Therefore, disaster preparedness involves planning efforts by local government, private organizations and local groups to identify resources, provide public awareness and formulate plans about what to do in an emergency situation.

All cities are required, by the State, to prepare and implement a community Disaster Preparedness Plan. The City has recently revised its Plan in coordination with the Police and Fire Departments and the Emergency Preparedness Committee. The revised Plan contains the Fire and Police Services response policies and evacuation routes. The Plan also calls for the development of an emergency response action plan to address identifiable risks that may occur in the event of a natural disaster or other emergency. It is envisioned that this action plan will address City responses to emergencies such as closure of the Golden Gate Bridge, collapse or closure of the Waldo Tunnel, and other regional emergencies that will directly impact the City. The action plan is to be prepared by the Disaster Preparedness Committee with the support of the Fire and Police Departments.

■ Overhead Utilities

The General Plan contains a policy statement specifying that overhead utilities may pose a health and safety concern. In the City's recent past, overhead utilities have been considered a problem with regard to views and design aesthetics. It has been brought to the attention of the City that there may exist overhead utilities that may hinder the movement of emergency vehicles on the public rights-of-way. Overhead utilities may also pose a risk with respect to falling wires, PCB's, and electromagnetic fields. The Plan calls for the establishment of a program which will identify locations which have low overhanging utility lines that pass over the right-of-way. The Plan further states that once utility lines which could hinder the movement of emergency vehicles have

been identified, the City shall prioritize the undergrounding of those utility lines once funding has become available.

■ Noise

The quiet environment of the City is a quality that makes Sausalito an attractive place to live. The maintenance of that quiet environment is a major goal of the plan. A noise analysis was done for this element which measured the existing noise conditions, identified the major sources of noise, and projected the effect of General Plan policies on the future noise conditions in the City. That analysis has shown that the land use patterns and intensities anticipated in the General Plan will not seriously deteriorate the existing noise environment.

Community Noise Rating

Noise is generally defined as unwanted sound. Whether a sound is unwanted depends on when and where it occurs, what the listener is doing when it occurs, characteristics of the sound (loudness, pitch and duration, speech or music content, irregularity) and how intrusive it is above background sound levels. In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes more noticeable. Further, most people sleep at night and are very sensitive to noise intrusion.

To account for human sensitivity to nighttime noise levels, a descriptor, Ldn (day-night average sound level), was developed by the United States Environmental Protection Agency (EPA) in the early 1970's to assess the compatibility of residential development with various levels of environmental noise. The Ldn divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. EPA studies indicate that at an Ldn of 60 decibels, there begin to be significant problems with speech interference outdoors and activity and sleep disturbance problems indoors. Outdoor Day-Night Average (Ldn) sound levels can be as low as 30 to 40 dBA (Ldn) in wilderness areas and as high as 85-90 dBA (Ldn) in noisy industrial urban areas. The EPA has estimated that nearly half of the nation's metropolitan population live in areas exposed to levels between 55 to 60 dBA (Ldn).

Existing Noise Environment

The major noise sources in Sausalito are Highway 101, Bridgeway and the Marinship and associated operations in that area. To identify present acoustic conditions and obtain a basis for the projection of future acoustic conditions, noise level measurements were made at 13 locations within the City. Table 7-3 shows the Ldn levels, calculated from the measurement data, for each of the 13 locations at a specified distance to the centerline of the roadway.

In Sausalito, automobiles, trucks and buses on Highway 101 and Bridgeway create the primary noise environment. Noise in the vicinity of the Marinship is primarily from traffic sources on Bridgeway. Marin County conducted a study of the Richardson Bay Sea Plane Base/Heliport for the Countywide Plan that revealed that the noise exposure from these aircraft operations is below that from adjacent Highway 101 and off-ramp traffic. Other noise sources within the City are construction and other commercial activity, leaf blowers, amplified music, and barking dogs.

Table 7-3

Day-Night Community Noise Levels

<u>SOURCE AND LOCATION</u>	<u>LDN (DB)</u>	<u>DISTANCE TO CENTERLINE OF SOURCE (FT.)</u>
<u>Highway 101 at:</u>		
Sausalito Boulevard	58	450
Monte Mar Drive	71	250
Wolfback Ridge Road	73	250
Lincoln Drive	56	300
<u>Bridgeway at:</u>		
Richardson Street	69	30
Pine Street	67	55
Napa Street	71	60
Woodward Avenue	68	100
Ebbtide Avenue	67	100
<u>Marinship at:</u>		
Gate 5 Road & Harbor Drive	63	45
Foot of Spring Street	60	24

Source: Edward Pack Associates, (June, 1989)

Future Noise Conditions

Noise contour lines on map GP-19 are projected to remain the same throughout the life of this General Plan. Traffic projections provided by Caltrans for Average Daily Traffic (ADT) on Highway 101 in the year 2005 anticipated an increase of 4% over ADT when the noise analysis was conducted. This is considered insignificant in terms of noise impacts.

Noise Standards

To provide a satisfactory noise environment and to minimize complaints about community noise, the City must establish guidelines for acceptable indoor and outdoor noise levels. The noise environment which is appropriate for various land uses must be analyzed. The California Office of Noise Control has prepared a table of land use compatibility for community noise environments. This table is reproduced as Table 7-4.

Table 7-4

Land Use Compatibility for Community Noise Environments

LAND USE TYPE	EXTERIOR NOISE EXPOSURE (LDN OR CNEL, DB)					
	55	60	65	70	75	80
Residential, Hotels, and Motels	Normally Acceptable		Conditionally Acceptable		Unacceptable	
Outdoor Sports & Recreation, Neighborhood Parks & Playgrounds	Normally Acceptable		Conditionally Acceptable		Unacceptable	
Schools, Libraries, Museums, Hospitals, Churches, Personal Care, Meeting Halls	Normally Acceptable		Conditionally Acceptable		Unacceptable	
Office Buildings, Business Commercial, and Professional	Normally Acceptable		Conditionally Acceptable		Unacceptable	
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable		Conditionally Acceptable		Unacceptable	
Industrial, Manufacturing, Utilities and Agriculture	Normally Acceptable		Conditionally Acceptable		Unacceptable	

Source: California Office of Noise Control



Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



Conditionally Acceptable

Specified land use is permitted only after detailed analysis of noise reduction requirements and needed noise insulation features included in the design.



Unacceptable

New construction or development should generally not be undertaken because mitigation is usually nor feasible to comply with Noise Element policies.

The noise exposure contours (map GP-19) will be used in conjunction with the land use compatibility table to identify appropriate land uses at various levels of noise exposure. This review will take place for both new and major redevelopment projects. The environmental review process will be used to identify potential noise problems. Acoustic studies will be required in areas where exposure to noise is deemed to have the potential to be significant. In addition, the City has established interior noise guidelines for various land uses. These guidelines are identified on Table 7-5. New development will be required to incorporate design elements and sound insulation features to meet acceptable interior noise levels.

Table 7-5

Interior Noise Levels Considered Compatible for Various Land Uses

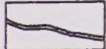
<u>USE</u>	<u>INL</u>
<u>Residential</u>	45
<u>Commercial</u>	
Hotel-Motel	45
Offices, Conference Rooms	45
Restaurant, Markets, Retail Stores	60
Sports Arena, Bowling Alley	75
<u>Industrial</u>	
Offices	60
Laboratory	60
Machine Shop, Assembly	75
<u>Public or Semi-Public Facility</u>	
Auditorium, Movie Theater & Church	45
Hospital, Nursing Home	45
School Classrooms	45
Library	40

Source: State Office of Noise Control

Noise Ordinance

The City of Sausalito has adopted a Noise Ordinance which establishes quantifiable noise standards for nuisance or single-event noise sources consistent with maintaining the health and tranquillity within residential areas and the community as a whole. The current noise ordinance is difficult to enforce because it establishes unrealistic standards, with the decibel levels being too low. Frequently, the road traffic (or ambient noise level) is louder than the permissible noise level. The ordinance should be reviewed and amended by a City appointed committee which would be supported by City staff. Specific actions related to the amendment of the Noise Ordinance include: (1) establish ambient sound levels that reflect actual conditions so that uses exceeding the ambient noise level can be cited for violation; (2) establish standards for construction equipment, and controls related to other potential nuisances such as music, dogs, special events, and mechanical/sound equipment; and (3) encourage enforcement and penalties for violations of the Noise Ordinance.

LEGEND

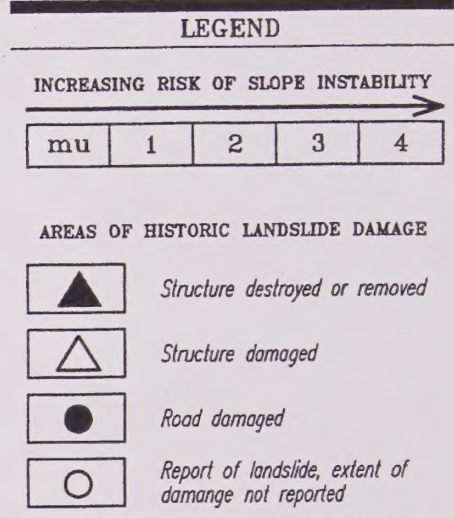
-  100' Contour Lines
-  Shoreline (0' Elevation)

NOTES:
For site specific topographic
information, refer to the 1968
photometric survey maps in DPW.



This base map was developed
primarily for General Planning
usage. The City of Sausalito is not
responsible nor liable for use
of this map beyond its intended
purpose.





NOTES:
Modified from Rice et al., 1976.

JOYCE ASSOCIATES
Geologic Consultants



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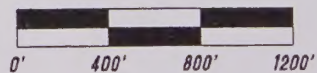
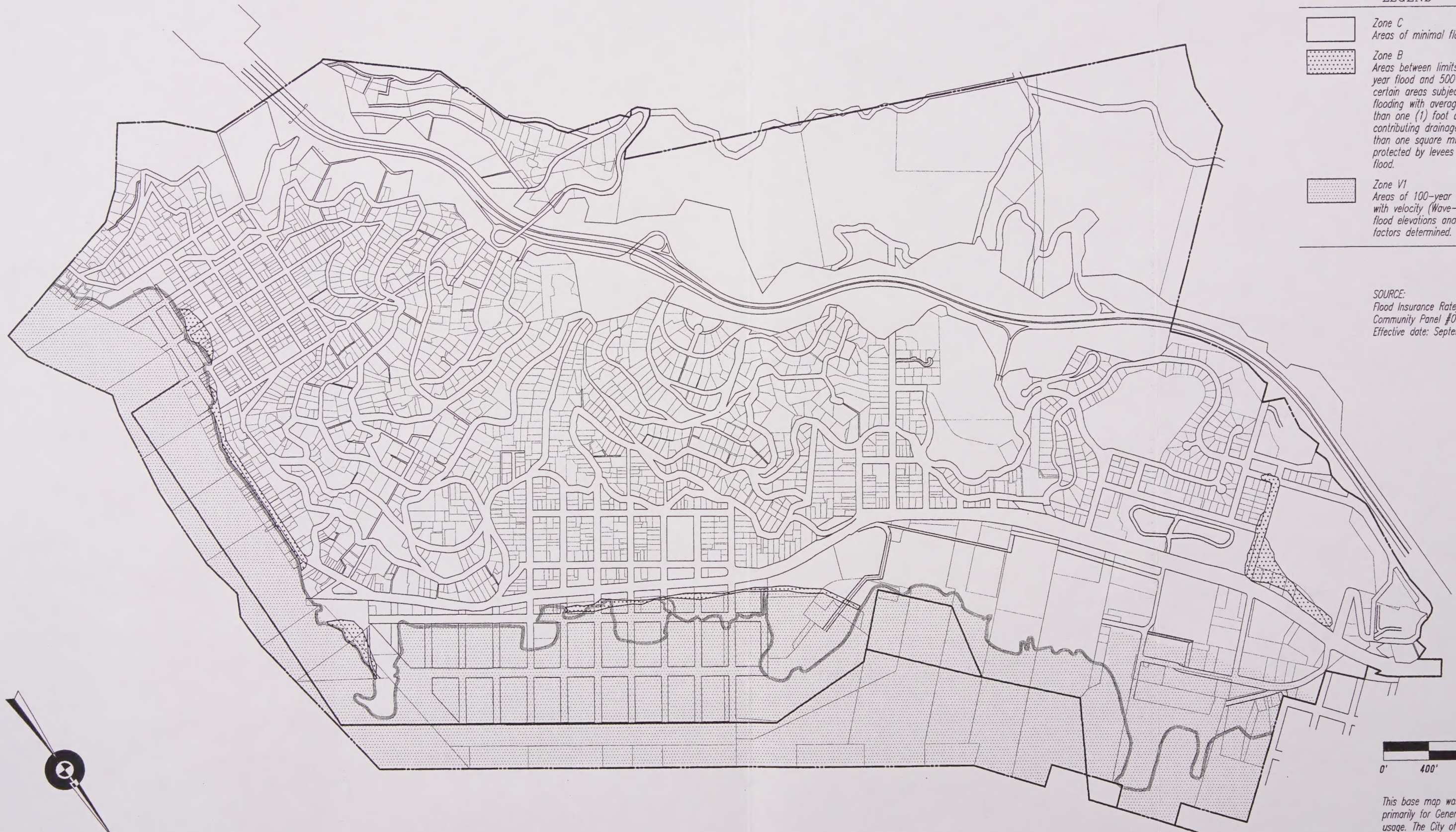


GENERALIZED FLOODING HAZARDS
CITY OF SAUSALITO - GENERAL PLAN

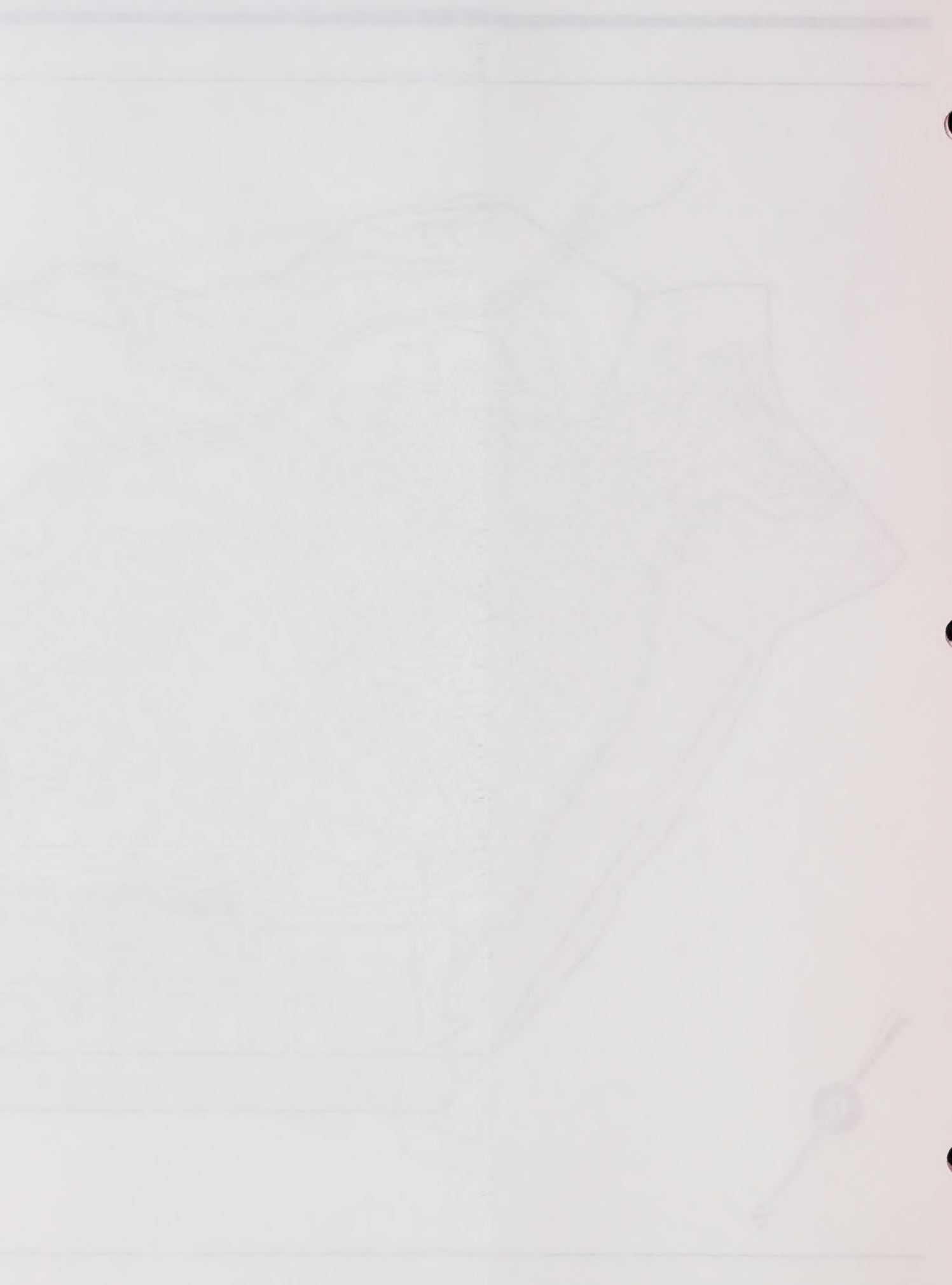
LEGEND

- Zone C
Areas of minimal flooding
- Zone B
Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.
- Zone VI
Areas of 100-year coastal flood with velocity (Wave-action); Base flood elevations and flood hazard factors determined.

SOURCE:
Flood Insurance Rate/Map
Community Panel #060182-0001C
Effective date: September 30, 1980

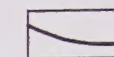


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NOISE CONTOURS
CITY OF SAUSALITO - GENERAL PLAN

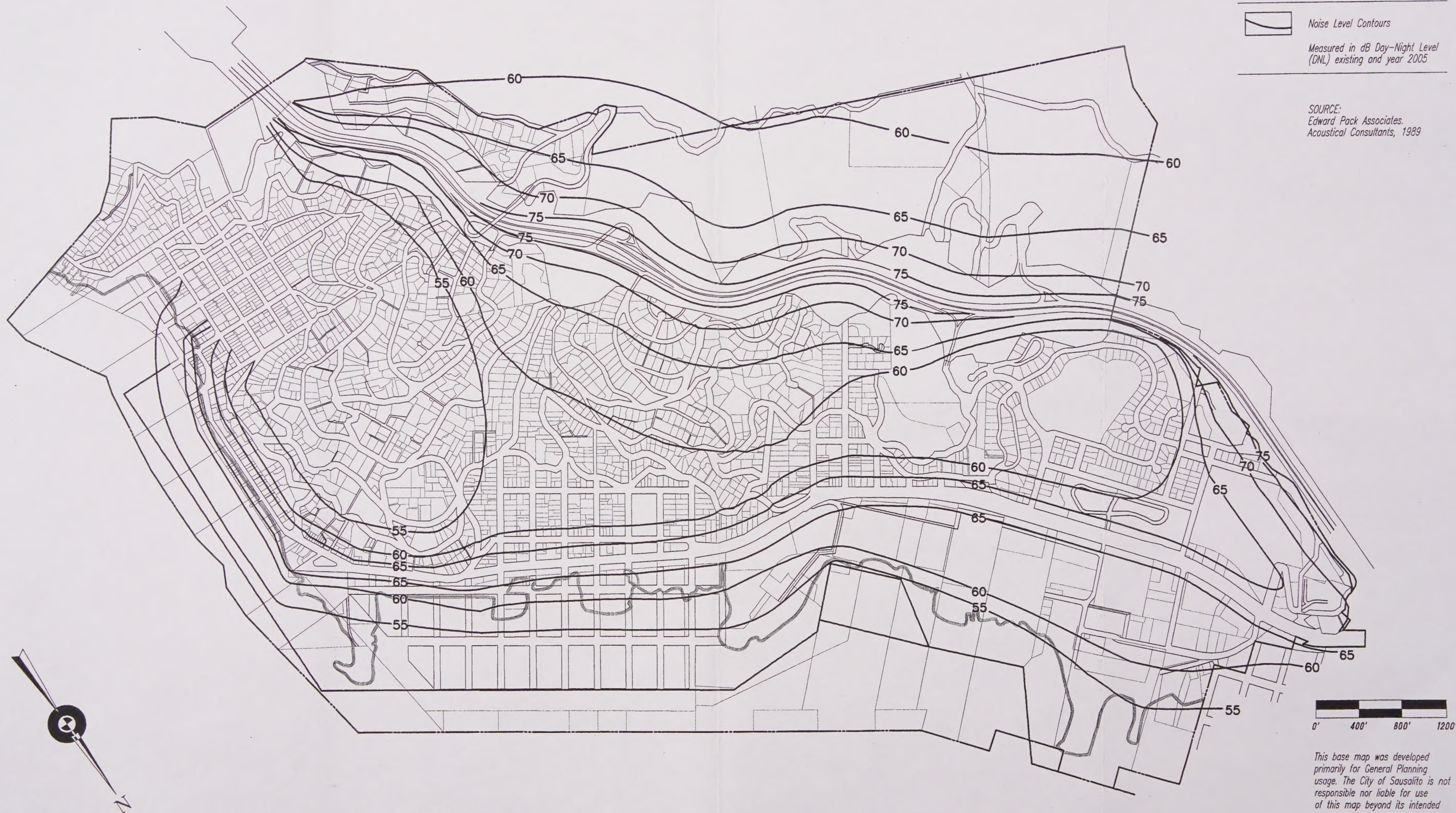
LEGEND



Noise Level Contours

Measured in dB Day-Night Level
(DNL) existing and year 2005

SOURCE:
Edward Pack Associates,
Acoustical Consultants, 1989



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FIRE PROTECTION
CITY OF SAUSALITO - GENERAL PLAN

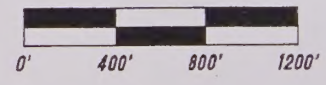
LEGEND



Water Deficient Zones

SOURCE:
Chief Steve Bogel
April 4, 1992

NOTES:
This map does not purport to show
which streets are legally open or
closed nor which streets are legally
accepted or unaccepted.



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of this map beyond its intended
purpose.



ECONOMIC ELEMENT

Section 8.1

INTRODUCTION AND PURPOSE

The Economic Element is intended to assist the City and the business community in maintaining and enhancing an environment which encourages and facilitates business activity in the commercial and business areas of San Jose. A healthy business community is critical to the economic viability of the City. It not only provides significant tax revenues that support a large part of the City's public services, but also provides jobs for residents and helps ensure a diversity of activity that makes San Jose a completely pleasant city in which to live.

San Jose, with its historic land uses, needs to attract some of the businesses that require large amounts of office or retail space. However, in promoting a business-friendly environment, San Jose's location and other natural attributes, the City has unique city wide in attracting and maintaining a diverse mix of businesses that will benefit the business within the City as the community, a framework of natural resources between the business community, the government, and City residents that is maintained. The economic element that will support the City will help strengthen its overall community and working together for the future.

Section 8.2

OBJECTIVES, POLICIES AND PROGRAMS

The Economic Element presents the City's objectives, policies and implementing programs for business dealing with the type and use of commercial development located within the City of San Jose. These goals are grouped by the following objectives:

- 1.0 Establish a Working Relationship with Business
- 2.0 Foster the Spirit of Cooperation with Business
- 3.0 Encourage Business to Enhance Community Quality of Life
- 4.0 Promote a Diversity of Commercial Uses in the Downtown Commercial Area
- 5.0 Encourage Local Serving Commercial Uses in the Neighborhood and Central City Commercial Areas
- 6.0 Preserve and Enhance the Economic Viability of the Mountains

ECONOMIC ELEMENT

Section 8.1.1

Business Community: Encourage a Healthy Business Community with more activity from the City Council, Chamber of Commerce, and local community and business community.

Section 8.1.2

Business Community: Encourage a Healthy Business Community with more activity from the City Council, Chamber of Commerce, and local community and business community.

ECONOMIC ELEMENT

ECONOMIC ELEMENT

Section 8.1

INTRODUCTION AND PURPOSE

The Economic Element is intended to assist the City and the business community in establishing and maintaining an environment which encourages and facilitates business activity in the commercial and industrial areas of Sausalito. A healthy business community is critical to the continuing viability of the City. It not only provides significant business tax revenues that support a large part of the City's public services, but also provides jobs for residents and helps ensure a diversity of activity that makes Sausalito a uniquely pleasant city in which to live.

Sausalito, with its limited land space, cannot attract some of the businesses that require large amounts of office or land space. However, by promoting a business friendly environment, Sausalito's location and other natural attributes, the City can compete very well in attracting and maintaining a diverse cross section of businesses that will flourish. For business within the City to be optimized, a framework of mutual cooperation between the business community, City government, and City residents must be maintained. The resulting benefits that will accrue to both will help Sausalito to remain economically and socially healthy into the future.

Section 8.2

OBJECTIVES, POLICIES AND PROGRAMS

The Economic Element presents the City's objectives, policies and implementing programs for issues dealing with the type and rate of commercial development desired during the life of this General Plan. These issues are grouped by the following objectives:

- 1.0 *Establish a Working Relationship with Business.*
- 2.0 *Foster the Spirit of Cooperation with Business.*
- 3.0 *Encourage Business which Enhances Quality of Life.*
- 4.0 *Promote a Diversity in Commercial Usage in the Downtown Commercial Area.*
- 5.0 *Encourage Local Serving Commercial Uses in the Neighborhood and Resident Serving Commercial Areas.*
- 6.0 *Promote and Enhance the Economic Viability of the Marinship.*

Objective E-1.0

Establish a Working Relationship with Business. *Establish a working relationship with and maintain regular communication with business interests in the Community and in the County.*

■ Policy E-1.1

Business Committee. Maintain a Sausalito Business Committee with membership from the City Council, Chamber of Commerce, resident community, and business community.

Program E-1.1.1

Business Committee Establishment. *Work with the Business Task Force to establish a structure and program for a permanent Business Committee.*

Program E-1.1.2

Business Committee Funding. *Consider allocating City funding for staff services to support the operation of a Business Committee.*

Program E-1.1.3

Business Committee Reporting. *Encourage the Business Committee to periodically report to the City Council on the business conditions of the City.*

■ **Policy E-1.2**

Marin County Economic Commission. Establish a working relationship with the Marin County Economic Commission.

Program E-1.2.1

Participation in Economic Commission. *Encourage Business Committee participation in the activities sponsored by the Marin County Economic Commission.*

Objective E-2.0

Foster Spirit of Cooperation with Business. *Foster the spirit of cooperation and understanding between government and business.*

■ **Policy E-2.1**

Regulatory Processes. Develop regulatory processes which advance the needs of business in Sausalito.

Program E-2.1.1

Zoning Administrator. *Activate the Zoning Administrator position to review and decide on routine discretionary business permit applications that are normally reviewed by the City's discretionary public hearing bodies.*

Program E-2.1.2

Review Permitted Uses. *Periodically review uses permitted in the Zoning Ordinance for all commercial, industrial, and waterfront districts.*

Program E-2.1.3

Zoning Ordinance Update. *Seek feedback from the Business Committee on proposed changes to the zoning ordinance regulations affecting business required to implement this General Plan.*

Program E-2.1.4

Development Review Procedures. Investigate methods to streamline and improve development review procedures.

■ Policy E-2.2

Economic Information. Consider available information on the state of the economy of Sausalito and Marin County when decisions which impact business are under review.

Program E-2.2.1

Information Data Base. Maintain a data base of demographic and economic information as available from the Bureau of the Census, Marin County, and other sources.

Program E-2.2.2

Environmental Impact Reports. Include economic impact sections in Environmental Impact Reports prepared for major new development in Sausalito.

Objective E-3.0

Encourage Business Which Enhances Quality of Life. Encourage business in Sausalito which enhances the residents' quality of life.

■ Policy E-3.1

Existing Business. Encourage existing businesses which produce high tax revenue per employee and produce minimum environmental impact to remain in Sausalito.

Program E-3.1.1

Business Interviews. Conduct interviews with representatives of existing companies to determine service needs and local government's ability to address those needs.

■ Policy E-3.2

New Business. Encourage new businesses which produce high tax revenue per employee and produce minimum environmental impact.

Program E-3.2.1

Action Plan. Establish as a task of the Business Committee the preparation of an action plan which identifies actions the City can take to encourage targeted new businesses.

■ Policy E-3.3

Other Businesses. Encourage diverse business opportunities.

Program E-3.3.1

Business License. Review business licensing procedures to determine whether they discourage small businesses in Sausalito.

Program E-3.3.2

Home Occupations. Review land use regulations concerning home occupations to determine whether changes might be in order which consider the trend toward home businesses while still providing protection to residential neighborhoods.

Objective E-4.0

Promote a Diversity in Commercial Usage in the Downtown Commercial Area. Encourage the diversity and long term viability of the City's Downtown commercial area by working with area property and business owners to establish a commercial district that reflects the desires of the local community and visitors alike.

■ Policy E-4.1

Downtown Uses. Promote and enhance a diversity of uses in the Downtown area.

Program E-4.1.1

Special Use District. Investigate establishing a Special Use District in order to maintain a well balanced mix of desired commercial uses in the Downtown consistent with Policy LU-2.2 of the Land Use and Growth Management Element.

Program E-4.1.2

Hotel Uses. Encourage and promote small hotels and Bed and Breakfast accommodations in the Downtown area which are consistent with the scale and size of existing commercial buildings.

Program E-4.1.3

Encroachments. Continue to authorize outdoor dining on sidewalks in the Downtown where deemed appropriate by the City.

■ Policy E-4.2

Access and Parking. Provide sufficient access to the Downtown and parking at reasonable rates at the Downtown parking lots and meters.

Program E-4.2.1

Parking Costs. Investigate the possibility of developing a Downtown area assessment district for the purposes of eliminating parking meters and parking charges.

Program E-4.2.2

Parking Lots. Improve programs which encourage local residents to use the Municipal Parking Lots when visiting the Downtown area.

Program E-4.2.3

Parking Garage. Consider the construction of a low profile Parking Garage if included in the Downtown Master Plan referred to in Land Use and Growth Management Element Program LU-4.7.1.

Program E-4.2.4

Parking Standards. *Eliminate the need for the provision of parking for all principally permitted uses in existing commercial spaces in the Downtown area.*

Program E-4.2.5

Parking Study. *Study the need for additional parking in the Downtown area.*

Program E-4.2.6

Employee Parking. *Explore alternative forms of transit service such as shuttle service from remote parking sites for employees of businesses in Sausalito as described in Circulation and Parking Element Program CP-3.3.1.*

Program E-4.2.7

Tour Buses. *Consider reevaluating the City's policy on tour bus operations.*

■ **Policy E-4.3**

Downtown Appearance. Maintain and enhance the appearance of the Downtown to promote a clean and aesthetically pleasing shopping and visiting experience.

Program E-4.3.1

Downtown Clean Up. *Consider a program for regular City washing of sidewalks and trash containers.*

Program E-4.3.2

Signage. *Review and modify the sign ordinance in order to establish a clear and simple review procedure consistent with Program CD-1.6.2.*

Program E-4.3.3

Garbage Collection. *Investigate the development of a garbage collection system that will eliminate the placement of garbage on sidewalks in the afternoon and evenings.*

Objective E-5.0

Promote Local Commercial Uses in the Neighborhood and Resident Serving Commercial Areas. *Promote and enhance the neighborhood commercial areas as local serving commercial areas.*

■ **Policy E-5.1**

Neighborhood Commercial Uses. Promote and enhance a diversity of local serving commercial uses in the neighborhood commercial areas of the City.

Program E-5.1.1

Permitted Uses. *Revise the list of permitted uses in the Caledonia Street area consistent with Land Use and Growth Management Element Policy LU-2-10.*

Program E-5.1.2

Retail Uses. *Retail/service uses should be favored over office uses on the ground floor.*

Program E-5.1.3

Parking. *Continue to develop new parking and traffic approaches to support the residential and commercial activities in the Caledonia Street area as described in Policy LU-2.11 of the Land Use and Growth Management Element.*

■ **Policy E-5.2**

Pedestrian Environment. Promote and enhance the pedestrian environment along Caledonia Street.

Program E-5.2.1

Encroachments. *Continue to authorize outdoor dining on sidewalks where deemed appropriate by the City.*

Program E-5.2.2

Street Beautification. *Establish a beautification program for the Caledonia Street area.*

Objective E-6.0

Promote and Enhance the Economic Viability of the Marinship. *Promote and enhance the Marinship area as a location for future commercial and industrial growth.*

■ **Policy E-6.1**

Marinship Uses. Promote and enhance the long term economic viability of the industrial, waterfront, and existing commercial areas of the Marinship.

Program E-6.1.1

Marinship Specific Plan. *Review and revise, as necessary, the uses and regulations identified in the Marinship Specific Plan after the completion of the General Plan and Zoning Ordinance update program.*

Program E-6.1.2

Applied Arts. *Consider expanding the list of "applied arts" in the Marinship Specific Plan.*

■ **Policy E-6.2**

Assessment District(s). Encourage the formation of Assessment District(s) within the Marinship with a goal of creating an improved circulation system in the area.

Program E-6.2.1

City Assistance. *Provide appropriate incentives and assistance to the property owners in the Marinship for the creation of assessment districts.*

ECONOMIC ELEMENT BACKGROUND

The Economic Element Background section describes the economic conditions of Sausalito and the impact of plan policies on future economic conditions. This section outlines the current economic trends and the changes necessary to accommodate changing needs in the community. Finally, it describes the need for and intent behind the economic policies and their implementing programs.

■ Element Preparation

In October 1992, the Sausalito City Council was petitioned by the Sausalito Chamber of Commerce to include, as a part of the comprehensive Sausalito General Plan update, an element which addresses the City's future economic condition. The City Council recognized the formation of and authorized the participation in the Chamber of Commerce's Business Task Force. The objective of the Task Force was to produce an economic report from which policy recommendations benefiting the business community could be drawn and incorporated into the 1995 General Plan.

The Business Task Force (BTF) consisted of ten individuals from the business community and Sausalito City government. The BTF met from October 1992 to November 1994. Members of the BTF reviewed data, economic conditions, sources of revenues, survey results, ordinances and plans. They solicited input through surveys of business owners and commercial landlords, advertisement in the local newspaper, community meetings, the Chamber of Commerce, and both Downtown and Caledonia merchant groups. The BTF also hired a private consultant to compile and analyze facts and figures reflecting Sausalito's business environment. In November 1994, the BTF released their report on the City's current economic conditions and the policy recommendations to improve Sausalito's economy.

■ Sausalito Population and Jobs Projections

The rate of growth in Sausalito has been slow. Between 1980 and 1990, the Census data shows that the total population of Sausalito actually decreased by 186 persons. Based on the 1992 Association of Bay Area Governments (ABAG) projections, the General Plan anticipates a very modest growth to approximately 7,500 persons by the year 2000. A population of 7,500 in the year 2000 would be a 4.6% increase in population from 1990.

In 1990, Sausalito households averaged 1.75 persons per household, which are the smallest in Marin County. According to ABAG, the employed resident per household ratio was 1.22 employed residents per household. Based on the 1990 census of total housing units in Sausalito, the number of employed residents in 1990 totaled approximately 5,300 persons.

ABAG projects that in the year 2010, the employed resident per household ratio will decrease to 1.18 employed residents per household. Assuming that the potential maximum residential development in accordance with the 1995 General Plan (434 units) is realized, the number of employed residents will increase by 512 persons to a total of approximately 5,800 persons. Assuming that the 1995 General Plan policies concerning maximum commercial and industrial development are achieved, a total of approximately 241,000 new square feet of commercial and

191,000 new square feet of industrial development could occur in Sausalito. This amount of square footage may result in a total of approximately 770 additional jobs (the square footage to jobs ratio is based on the CalTrans Trip Generation Research Counts).

Using 1990 census data, Sausalito, currently has a jobs to employed resident ratio of .91 jobs to employed residents. Assuming maximum development of the City in accordance with the 1995 General Plan policies is realized, the jobs to employed residents ratio will increase to .97 jobs per employed resident. Sausalito has the opportunity to grow increasingly self sufficient in employment opportunities.

■ Existing Economic Characteristics

Taxable Sales Trends

Of the five largest Southern Marin cities, Sausalito has the second largest taxable sales per household, second only to the City of Corte Madera which contains several major shopping centers. During the five year period, 1986-1991, Sausalito experienced a 21.9% taxable sales increase, the third highest percentage rate among the five major Southern Marin cities. However, in 1992, sales declined by 7.1%, compared to a slight overall Countywide decline of .3%.

While Sausalito has only 3% of Marin County population, the City captures nearly 6% of the County's annual taxable sales. This is disproportionately high sales activity considering Sausalito's small resident population; and indicates the impact which visitors and tourists have on the local economy. Sausalito taxable sales per household are \$31,269, which is 30% higher than the Marin County average of \$23,905. Non-resident taxable sales in Sausalito have a major impact on the City budget. The 1% sales taxes going to the City totals approximately \$1.5 million per year (1991), and represents 20% of Sausalito's general fund revenue. If Sausalito annual sales tax revenue were to drop by half to the City's 3% population share of the County, each of Sausalito's 4,400 households would have to make up \$150 per year to equal the City's present visitor swollen tax revenue.

Taxable Sales Sources

According to the State Board of Equalization, there were 876 Sausalito businesses with taxable sales permits in 1991. Of this total, 239 are retail outlets which represent 27% of taxable sales establishments and generate 67% of City taxable sales. The remaining 637 outlets are wholesale, professional and other non-retail taxable sales enterprises. Non-retail sales generate the largest single portion (37%) of all Sausalito taxable sales revenue. The second largest sales volume generator is specialty retail stores, providing 27% of total City sales volume. Third largest category, with 20% of total sales volume, is eating and drinking places. The dominant role of eating and drinking places in local taxable sales is shown by noting that while these outlets represent only 5% of total taxable sales establishments, they generate 20% of the City's taxable sales revenue. Similarly specialty retail stores comprise only 12% of taxable sales outlets, but generate 27% of Sausalito taxable sales revenue.

Table 8-1

Southern Marin Cities 1992 Taxable Sales Per Household

<u>CITY</u>	<u>TOTAL TAXABLE SALES (\$000)</u>	<u>TAXABLE SALES PER HOUSEHOLD</u>
Corte Madera	\$299,707	\$80,405
Larkspur	\$110,569	\$17,736
Mill Valley	\$113,963	\$18,438
Sausalito	\$137,520	\$31,269
Tiburon	\$34,064	\$9,609
Marin County	\$2,431,673	\$23,905

Source: State Board of Equalization

Sales Tax Generation by Commercial Area

A survey of the City's sales tax revenue was undertaken in order to determine the amount of sales tax generated by geographical areas. The areas surveyed were the various commercial sectors of the City. The sales tax data which was the subject of the survey was limited to the first three (3) quarters of 1994. The results of the survey clearly indicate that two commercial areas of the City predominate in generating sales tax revenue for the City. Those two commercial areas are the Downtown and Marinship commercial areas respectively. Comparing the three quarter sales tax revenues from each commercial area, the Downtown commercial area accounts for 27.2 percent of the total generated sales tax revenue. The Marinship area accounts for 26.7 percent of the total generated sales tax revenue. Located within these two areas are nineteen (19) of the top twenty five (25) sales tax generating companies of Sausalito.

Table 8-2

Sausalito Taxable Retail Sales Portion of County Total (1987-1992)**[Figures in \$000]**

<u>YEAR</u>	<u>SAUSALITO SALES</u>	<u>MARIN COUNTY SALES</u>	<u>SAUSALITO PERCENTAGE</u>
1987	\$124,858	\$1,992,934	6.3%
1988	\$128,685	\$2,143,147	6.0%
1989	\$140,040	\$2,303,433	6.1%
1990	\$146,596	\$2,463,635	5.9%
1991	\$148,013	\$2,425,489	6.1%
1992	\$137,520	\$2,431,673	5.7%

Source: State Board of Equalization

Table 8-3

Sausalito Taxable Retail Sales Generators (1991)

<u>TYPE OF USE</u>	<u>SALES (\$000)</u>	<u>PERCENT OF TOTAL SALES</u>	<u>NO. OF OUTLETS</u>	<u>PERCENT OF TOTAL OUTLETS</u>
Apparel stores	\$12,280	8.2%	37	4.2%
Food stores	\$6,238	4.2%	12	1.3%
Eating & drinking	\$29,669	20.0%	47	5.4%
Home furnishings	\$2,252	1.5%	20	2.3%
Building materials	\$2,292	1.5%	8	.9%
Other retail stores	\$40,573	27.4%	109	12.4%
 Retail Stores Total	 \$93,304	 63.0%	 239	 27.3%
Non-retail outlets	\$54,709	37.0%	637	72.7%
 Overall Total	 \$148,013	 100%	 876	 100%

Source: State Board of Equalization

City Business License Profile

According to the City of Sausalito records, a total of 1,053 business licenses were in effect in April, 1993. The single largest category is resident serving businesses and services (29% of total), followed by business, wholesale and general services (21% of total) and home-based businesses (15% of total). In 1992, there were 198 new business licenses issued, adding over 20% to the previous year's total.

City business licenses are an important revenue source for City services. Using the fiscal year of 1991-92 as a base indicator, the City has experienced a slight increase in business license fees. In fiscal year 1991-92, the City collected \$314,894 in license fees. In fiscal year 1992-93, the City collected \$315,728 in license fees. The City collected \$317,957 in business license fees during the fiscal year of 1993-94.

Businesses by Size and Headquarters

According to the 1991 Business Prospector survey of 821 Sausalito businesses, two-thirds had one to three employees, 29% had 4-15 workers, and only 4% of local businesses had 16 or more employees. This report shows 79% of Sausalito businesses are local and 13% are branches of businesses with headquarters elsewhere. A total of 61 Sausalito firms (7%) were headquarters companies with additional offices located in other cities.

Table 8-4

Sausalito Businesses by Size and Headquarters (1991)

	<u>NUMBER OF BUSINESSES</u>	<u>PERCENTAGE OF TOTAL</u>
1-3 Employees	553	67%
4-15 Employees	234	29%
Over 15 Employees	34	4%

	<u>NUMBER OF BUSINESSES</u>	<u>PERCENTAGE OF TOTAL</u>
Local	651	79%
Branch	109	13%
Headquarters	61	7%
Total Surveyed	821	(Not 100% due to rounding)

Source: 1991 Business Prospector

Business Employment by SIC Code

The largest group of Sausalito employers in Sausalito is business and commercial services (SIC Code 739), with a total of 73 companies located in the City. Next in number are eating places (51), followed by mailing, reproduction, stenographic services (41) and miscellaneous retail shops (37). Table 8-5 is a profile of the 5 largest categories of businesses.

Table 8-5

Sausalito Business Categories Ranked by Size

SIC Code 739: Misc. Business and Commercial Services

Total number of businesses:	73		
1-3 employees	62	Local	65
4-15 employees	11	Branch	5
		Headqtrs	3

SIC Code 581: Eating Places

Total number of businesses:	51		
1-3 employees	17	Local	39
4-15 employees	32	Branch	9
16 or more	2	Headqtrs	3

Table 8-5 Continued

SIC Code 733: Mailing, Reproduction, Stenographic Services

Total number of businesses:	41		
1-3 employees	35	Local	35
4-15 employees	5	Branch	5
16 or more	1	Headqtrs	1

SIC Code 594: Miscellaneous Retail Shops

Total number of businesses:	37		
1-3 employees	22	Local	28
4-15 employees	14	Branch	6
16 or more	1	Headqtrs	3

SIC Code 891: Engineering and Architectural Services

Total number of businesses:	32		
1-3 employees	25	Local	31
4-15 employees	7	Branch	0
		Headqtrs	1

Source: 1991 Business Prospector

Expenditures by Visitors

San Francisco Visitor and Convention Bureau estimates that a total of 13 million visitors visited the San Francisco Bay Area in 1991. A 1989 survey by Economics Research Associates indicated that Sausalito/Tiburon/Muir Woods was mentioned by forty percent (40%) of the total visitors as a planned part of their visit. Optimistic assumptions suggest that perhaps as many as one million visitors visit Sausalito annually.

Precise estimates for expenditures by Sausalito visitors are not available. However, using the geographical sales tax survey for the first three quarters of 1994, it is readily apparent that the Downtown benefits from a large amount of sales. Since the Downtown area is primarily oriented to providing visitor services, it can be reasonably assumed that the visitors to Sausalito account for a significant amount of the City's revenue.

■ General Economic Objectives

To further the spirit of cooperation between the City and the business community, the General Plan proposes to establish a Business Committee comprised of local business owners, residents and City Councilmembers. The purpose of this board will be to periodically evaluate the economy of the City and what changes should be made to promote the economic health of the business community.

The business community has expressed concern over the type and amount of regulation imposed on non-residential uses and structures. While recognizing the importance of continued regulation of commercial uses and structures, the General Plan calls for a regulatory and permitting process which balances community desires with local business needs.

■ Commercial District Economic Objectives

Sausalito consists of several distinct commercial areas. As such, the policies of the Economic Element have been separated to address specific policy objectives of the various commercial areas. The three areas identified by the Economic Element are: the Downtown, Neighborhood and Resident Serving, and the Marinship.

The Downtown

The Downtown area is to remain the predominately visitor serving commercial area of the City. The General Plan calls for the promotion and enhancement of a diversity of uses in the area. A potential process to promote diversity may include the establishment of a Special Use District in the Downtown. A Special Use District will identify allowed uses, determine the number of each allowed use which is appropriate and describe the process for granting approvals in the District. The Plan also calls for promoting the Downtown area for shopping and sightseeing. In order to promote the area, the City will eliminate the parking requirement for principally permitted uses in existing and newly constructed commercial space.

Caledonia and Other Neighborhood and Resident Serving

The Caledonia Street commercial area is to be a local serving commercial area with a mixture of residential and commercial uses. Like the Caledonia Street area, the other neighborhood and resident serving areas of the City are intended to promote those uses which are necessary for local residents or are needed on a neighborhood level. As is the case for the Downtown area, the requirement for principally permitted uses in existing and new structures may be eliminated after an analysis of the impact of the parking policy change on the Caledonia Street area is made.

The Marinship

The Marinship is Sausalito's area of greatest potential for commercial growth. This area is subject to the development and use regulations of the Marinship Specific Plan (MSP) which limits new uses to industrial and waterfront dependent types of uses. The MSP also permits "applied arts" uses to be located in the Marinship. Applied arts are those types of uses which may have an artistic quality. For example, architects and graphic designers are known as applied arts. The Economic Element suggests that without contradicting the intent of the MSP, the list of permitted applied arts may be expanded.

In light of the possible changed economic conditions of the City since the adoption of the MSP, the General Plan calls for the review and revision, as deemed necessary, of the Marinship Specific Plan.

The business community has expressed concern over the loss and threat of significant resources in our natural resources and environment. While we agree the need for a regulatory and monitoring system of natural resources and environment, the Council has not yet developed a regulatory system which fulfills community needs and goals.

The Council's Natural Resources Committee (NRC) has been established to monitor and coordinate the management of natural resources and environment. The NRC has been established to monitor and coordinate the management of natural resources and environment. The NRC has been established to monitor and coordinate the management of natural resources and environment.

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APPENDIX A

APPENDIX A

1995 SAUSALITO GENERAL PLAN PROPERTIES TO RECEIVE NEW LAND USE DESIGNATIONS

<u>PROPERTY ADDRESS</u>	<u>ASSESSOR'S PARCEL NUMBER</u>	<u>NEW LAND USE DESIGNATION</u>
Police Station, Fire Stations, City Hall, Corporation Yard, and Parking Lots		P to PI
Army Corps of Engineers	63-100-11	P to PI
150 Harbor Drive (Post Office)	63-130-03	SC to PI
Adjacent to 5-65 Rodeo Avenue	64-181-17	HD to OS
301 Cloudview Trail	64-280-09	OS to VLD
Adjacent to 105 Lincoln Drive	64-322-15	MHD to OS
Adjacent to 119 Lincoln Drive	64-331-01	MHD to OS
Adjacent to 127 Lincoln Drive	64-331-03	MHD to OS
Adjacent to 139 Lincoln Drive	64-331-15	MHD to OS
Adjacent to 88 Marin Avenue	64-332-12	MHD to OS
PG&E Right-of-Way	64-334-13	MHD to PI
Corner of Marin Avenue & Nevada Street	64-334-37,38,39	MHD to OS
Corner of Arana Circle & Nevada Street	64-335-08	MHD to OS
Adjacent to 27 Marin Avenue	64-344-08	MHD to OS
PG&E Substation	64-345-01	MHD to PI
Adjacent to 29/31 Marin Avenue	64-345-12,15	MHD to OS
Adjacent to 265 Santa Rosa Avenue	65-410-12	LD to OS

VLD = Very Low Density Residential
LD = Low Density Residential
MHD = Medium High Density Residential
OS = Open Space
P = Public
PI = Public Institutional
SC = Shopping Center

APPENDIX B

APPENDIX B

APPENDIX B

1995 SAUSALITO GENERAL PLAN ADDITIONAL INFORMATION REQUIRED FOR THE HOUSING ELEMENT

■ Potential Non-Governmental Constraints

Construction Costs

The cost of constructing housing has risen significantly in recent years. In Marin County, the typical current cost to build an average quality wood frame single family detached home can go up to \$200 or more per square foot. Construction costs for an average multiple family unit are generally about 20-25% less per square foot.

Table B-1

Construction Costs

<u>ITEM</u>	<u>PERCENT OF COST</u>	<u>AMOUNT</u>
Fees and Plan Check	3%	\$4,500
Foundation	5%	\$7,500
Lumber	10%	\$15,000
Labor (rough)	10%	\$15,000
Labor (finish)	3%	\$4,500
Cabinets and Counters	6%	\$9,000
Insulation	3%	\$4,500
Roof	7%	\$10,500
Doors	4%	\$6,000
Windows, Sliding Doors	3%	\$4,500
Siding	9%	\$13,500
Sheet Rock	5%	\$7,500
Painting	5%	\$7,500
Carpeting	4%	\$6,000
Appliances	3%	\$4,500
Heating and Plumbing	14%	\$21,000
Electric Wiring	6%	\$9,000
Total	100%	\$150,000

Source: Marin Builders Exchange, 1988

The Marin Builders Exchange calculated the following figures for a typical three-bedroom, two bath house in a small subdivision in Marin County in 1988. Assumptions for these costs include: (1) Land cost for level parcel, approximately one acre in size, located near existing roads, \$150,000; (2) infrastructure installation (storm drain, sewer and water lines, electric lines), \$10,000; (3) labor and materials for construction (2,000 square foot unit), \$150,000; (4) total, \$310,000. The Builders Exchange further subdivided the \$150,000 cost of constructing the house into the percentage components summarized above.

Increases in construction costs are not the only factors in increasing housing costs in the Bay Area. Local government has control over some factors affecting construction costs such as permit processing, building code requirements, construction standards, pre-development studies and design review. But local government has little control over the costs of labor and materials. The Marin Property Owners Association indicates that while labor contracts are the same in Sonoma County, workers can get the job done faster because there are less overall site constraints on the land that is available. In addition, Sonoma County land prices are significantly less overall.

Land Costs

The cost of land throughout Marin County and in Sausalito is very high. Vacant land within the City of Sausalito is very limited. Since the demand for housing in the City is very high, as evidenced by high housing prices, the value of potential residential land is increasing and has become a substantial factor in the cost of providing housing. Land costs can entail from 40% to 45% of the costs of a home in the Bay Area, compared to about 25% nationally. In general, the major contributors to the cost of land are the amount of land available, the density of residential use allowed, availability of community services, attractiveness of the neighborhood and any restrictions on development. In Sausalito, the cost is also affected by location, views, and lot buildability.

Financing Costs

In the late 1970's and early 1980's home buyers were also confronted with high mortgage interest rates, which were at about 14% to 15% for a 30-year fixed rate loan. Adjustable Rate Mortgages (ARM) were at about 11.5%. In late 1994, 30-year fixed rate mortgages are at about 9.25%. Even though interest rates have come down, qualifying for the amount of loan required to purchase a home in Sausalito is still difficult.

Table B-2 shows what these interest rates mean in terms of monthly payment and qualifying for a loan for a Below Market Rate Unit (\$100,000) and median priced single family home (\$175,000) with a 20% down payment (\$20,000 and \$35,000 respectively), using the rule of thumb that the housing payment should not exceed 33% of a household's gross income. Tables B-3 and B-4 show housing ownership and rental affordability.

In October, 1989, Marin County Planning staff interviewed representatives from a number of banks in Marin as well as community leaders to assess whether or not the requirements of lending institutions are an actual or potential constraint to the development of housing. It was found that mortgage loans and rehabilitation loans are generally available, and if there are mortgage deficient areas in the county, it is not due to discriminatory practices by mortgage lenders, but rather the financial capabilities of individuals. Households qualifying for mortgages are generally able to obtain them. In response to high housing costs, some lenders were providing mortgages of 95% of the value of the house in 1989, a significantly higher percentage than normally allowed (80%).

Table B-2

Effects of Interest Rate Changes

<u>LOAN RATE</u>	<u>\$100,000</u>		<u>\$300,000</u>	
	<u>MONTHLY PAYMENT</u>	<u>NEEDED INCOME</u>	<u>MONTHLY PAYMENT</u>	<u>NEEDED INCOME</u>
7%	\$666	\$24,218	\$1,998	\$72,655
8%	\$734	\$26,691	\$2,202	\$80,073
9%	\$805	\$29,273	\$2,415	\$87,818
10%	\$878	\$31,927	\$2,634	\$95,782
11%	\$953	\$34,655	\$2,859	\$103,964
12%	\$1,029	\$37,418	\$3,321	\$112,255
13%	\$1,107	\$40,255	\$3,321	\$120,764
14%	\$1,185	\$43,091	\$3,555	\$129,273

Source: Loan Amortization Tables

Table B-3

Estimated "For Sale" Housing Costs and Affordability

<u>HOUSEHOLD SIZE/INCOME</u>	<u>MONTHLY INCOME</u>	<u>PAYMENT</u>	<u>DOWN MORTGAGE</u>	<u>HOME PAYMENT</u>	<u>PRICE</u>
<u>Two Persons</u>					
50% of Median	\$23,235	\$486	\$53,165	\$5,097	\$59,072
65%	\$30,355	\$632	\$69,114	\$7,679	\$76,794
80%	\$37,360	\$778	\$85,064	\$9,452	\$94,515
90%	\$42,030	\$876	\$95,697	\$10,633	\$106,330
100%	\$46,700	\$973	\$106,330	\$11,814	\$118,144
110%	\$51,370	\$1,070	\$116,963	\$12,996	\$129,959
120%	\$56,040	\$1,168	\$127,596	\$14,177	\$141,773
<u>Four Persons</u>					
50% of Median	\$29,200	\$608	\$66,485	\$7,387	\$73,872
65%	\$37,960	\$791	\$86,430	\$9,603	\$96,033
80%	\$46,720	\$973	\$11,819	\$11,819	\$118,195
90%	\$52,560	\$1,095	\$13,297	\$13,297	\$132,969
100%	\$58,400	\$1,217	\$14,774	\$14,774	\$147,743
110%	\$64,240	\$1,338	\$16,252	\$16,252	\$162,518
120%	\$70,080	\$1,460	\$17,729	\$17,729	\$177,292

Source: Marin County Housing Authority, April 1992

Table B-4

Estimated "Rental" Housing Costs and Affordability

<u>HOUSEHOLD SIZE/INCOME</u>	<u>INCOME</u>	<u>RENT AT 30% OF INCOME</u>	<u>EXPECTED UNIT TYPE</u>
<u>Two Persons</u>			
50% of Median	\$23,350	\$584	1-2 BR
65%	\$30,355	\$759	1-2 BR
80%	\$37,360	\$934	1-2 BR
90%	\$42,030	\$1,051	1-2 BR
100%	\$46,700	\$1,168	1-2 BR
110%	\$51,370	\$1,248	1-2 BR
120%	\$56,040	\$1,401	1-2 BR
<u>Four Persons</u>			
50% of Median	\$29,200	\$730	2-3 BR
65%	\$37,960	\$949	2-3 BR
80%	\$46,720	\$1,168	2-3 BR
90%	\$52,560	\$1,314	2-3 BR
100%	\$64,240	\$1,460	2-3 BR
110%	\$64,240	\$1,606	2-3 BR
120%	\$70,080	\$1,752	2-3 BR

Source: Marin County Housing Authority, 1992

Available Land

Discussion of available land and development potential is described in the Land Use and Growth Management Element Background section and the Housing Background section.

■ POTENTIAL GOVERNMENTAL CONSTRAINTS***Land Use Controls***

The City of Sausalito regulates the use of land within the City limits through the General Plan, the Zoning Ordinance, the Subdivision Ordinance, and the Uniform Building Code. The Zoning Ordinance implements the General Plan and provides greater specificity on FAR's, height and yard regulations, etc. On and off-site improvements required by the City are fairly standard when compared with other cities in Marin County. Such improvements can include curb, gutter and sidewalk for an average project. More expensive improvements can be necessary where the site includes special environmental resources, mitigation of slide hazards, inadequate downstream drainage, or other special conditions pertaining to the site. Traffic capacity has become a limiting factor throughout Marin County and in many other parts of the Bay Area. Sausalito participates in Countywide transportation efforts.

As with other cities, Sausalito's development standards and requirements are intended to protect the long-term health, safety and welfare of the community. In general, Sausalito's development standards, design review process and other requirements are comparable to many other communities in the Marin County and, therefore, do not pose an unnecessary constraint to housing or a burden to a developer.

When considering the future land use policies and programs regulating the development of the City, it is important to consider that all development is constrained by the City's existing infrastructure. By requiring all development to address conditions that will impact the roadway network, such as parking, the City can reasonably assure that development will not have an adverse impact on an already over burdened infrastructure.

Development in Sausalito is also constrained by the terrain. The City is built on a hillside with slopes up to 70%. Construction on these hillsides requires expensive foundations and site work to comply with geotechnical engineering practices and protect the adjacent properties.

There are three basic residential zoning classifications in Sausalito. They are the R-1 (single family), R-2 (two family) and R-3 (multiple family) zoning districts. The single family, or R-1, zoning districts are primarily located on the hillsides of the City where the minimum parcel sizes range from 6,000 square feet to 20,000 square feet. Non-residential uses such as churches and nursery schools are allowed after a conditional use permit has been granted. Buildings must maintain a thirty two foot (32') height limit above natural average grade and observe five foot (5') side yard setbacks and a fifteen foot (15') rear yard setback. Additionally, the average maximum floor area ratio for the single family zones is 40% and lot coverage is 30%. These zoning entitlements are maximums and can only be obtained by assuring provision for on-site parking and adequate side and rear yard open spaces as well as preservation of views.

The zoning requirements of the two family (R-2) zoning districts are similar to those of the single family zoning districts. The minimum parcel area for the R-2 zones range from 5,000 square feet to 10,000 square feet. The majority of the two family parcels are located in the zoning district which requires a 5,000 square foot minimum parcel area. The uses allowed in the two family zoning districts are identical to the uses allowed in the single family zones with the exception of allowing two unit dwellings. The zoning entitlements are also the same as the single family zoning districts except the two-family areas allow for greater lot coverage and floor area ratios. As is the case with the single family zones, the zoning entitlements are maximums and can only be obtained by meeting the same criteria. Table B-5 lists the maximum lot coverage and floor area ratio for the R-2-2.5 zoning district.

In the multiple family zone (R-3), the minimum parcel area is 5,000 square feet. Uses that are permitted in the zoning district, with the issuance of a conditional use permit, include churches, private non-commercial clubs, and non-profit schools. This zoning district has the most generous residential zoning entitlements in the City. The maximum height limits and minimum yard setbacks are the same as the single and two family zones. What sets this zone apart from the other zones is the maximum lot coverage and floor area ratio. The maximum lot coverage and floor area ratio is 50% and 80% respectively.

As indicated in the table below, the floor area ratio of Sausalito's main single family zoning district, the R-1-6 zoning district, meets or exceeds the permitted floor area ratios of the two family zones of neighboring jurisdictions. The table also demonstrates that the City's lot coverage and floor area ratios for the two family zoning classification and multiple family zoning classifications far exceed the maximum lot coverages and floor area ratios allowed by neighboring cities.

Table B-5

Comparison of Lot Coverage and Floor Area

<u>COMMUNITY</u>	<u>R-2-2.5 MAXIMUM</u>		<u>R-3 MAXIMUM</u>	
	<u>COVERAGE</u>	<u>FLOOR AREA</u>	<u>COVERAGE</u>	<u>FLOOR AREA</u>
Mill Valley	NMF	35%	NMF	40%
Larkspur	NMF	50%	NMF	60%
Belvedere	40-60%	-	40-60%	-
Tiburon	35%	45%	30%	60%
Corte Madera	35%	30-35%	35%	30-35%
Sausalito	50%	65%	50%	80%

The 1995 General Plan proposes to place greater emphasis on the existing Planned Unit Development (PUD) process. Although the PUD process requires that the area to be developed consist of 20,000 square feet and the approval of a Conditional Use Permit, the process will allow flexibility when considering zoning constraints on any particular site.

Permit Approval Process

Like all local jurisdictions, the City of Sausalito has a number of procedures and regulations it requires any developer to follow. A project proposed in Sausalito is typically involved in some combination of the following review processes: environmental review, use permits, building permits, subdivision maps, and rezonings. The costs of processing are the result of State environmental requirements, local procedures, the quality of project submittals, and local resident review. Undue delays in processing project applications increase a developer's costs. In Sausalito, many permits are processed concurrently at the discretion of the applicant. Generally, single family homes and duplexes require design review and take about 60-90 days to process. Smaller multi-family projects may take 4 months. Larger projects with more significant controversy which require environmental impact reports may take up to 12 months.

Local Permit Fees

Costs associated with the permit process may act as a constraint to the development of affordable housing. Line item permit costs are related to processing, inspection, and installation services. They are limited by California law to the cost to the various agencies of performing these services. Sausalito's permit fees are estimated by Planning staff to be about the same as fees charged by other cities in Marin County and the Bay Area as a whole. No local traffic impact fee is assessed when new housing is constructed although the Circulation and Parking Element of the General Plan proposes consideration of such a fee.

Fees can vary depending on site conditions, location and the type and design of development, and the need for environmental review. An implementing program of the Housing Element is an evaluation of City fees for affordable housing projects. Tables B-6 and B-7 on the next two pages compare Sausalito planning fees with those of a sampling of jurisdictions.

Table B-6

Subdivision Fees Comparison

<u>Jurisdiction</u>	<u>Fee Amount</u>	<u>Type Of Permit/Project</u>	<u>Comments</u>
Mill Valley	\$1,000+\$50/lot/unit \$300 \$600+\$50/lot/unit \$150 \$300	Tentative Map (5 or more) Extending Tentative Subdivision Map Tentative Map (4 or fewer) Certificate of Compliance Application for Unmerger	
Ross	\$500 Additional \$50/lot \$400 Additional \$25/lot \$300	Tentative map (first 5 lots) for each additional lot over 5 Final Map (first 5 lots) for each additional lot over 5	Review of application by Town hired consultant is billed to the applicant at cost
Larkspur	N/A		
Tiburon	\$750 \$125 \$400+\$100/lot/unit \$500+\$100/lot/unit \$500+\$150/lot/unit \$700+\$150/lot/unit \$400+\$50/lot/unit \$500+\$50/lot/unit Deposit Account	Reversion to Acreage Certificate of Compliance Tentative Map (4 lots or less) Tentative Map (5 lots or more) Vesting Tentative Map (4 lots or less) Vesting Tentative Map (5 lots or more) Parcel/Final Map (4 lots or less) Parcel/Final Map (5 lots or more) Engineer Check of Plans/Drawings	
Sausalito	\$720 \$960 \$340	Minor Subdivision (4 parcels or less) Major Subdivision (5 parcels or more) Certificate of Compliance	
San Rafael	\$980 \$2,370+\$15/lot \$1,160+\$15/lot \$980 \$445	Small Subdivision/Parcel Map Tentative Map (5 or more) Final Map Reversion to Acreage Certificate of Compliance	Hourly rates changes when the processing time required is more than initial cost (@ \$52.80/hour)
Fairfax	\$633 \$633+\$53/lot \$211 Deposit Account	Tentative Map (less than 5 lots) Tentative Map (5 or more) Extension of Tentative Map Final Map	Review by Town Engineer at cost with deposit account Town Engineer cost
Novato	Deposit Account	All subdivisions	Plan storage fees charged
Foster City	Deposit Account	All subdivisions	
San Mateo	Deposit Account	All subdivisions	
Millbrae	\$815 \$540	Minor Subdivision Parcel Map	Public hearings include additional +\$1/parcel notified

Source: Fee Study conducted in 1992

Table B-7

Design Review Fees Comparison

<u>Jurisdiction</u>	<u>Fee Amount</u>	<u>Type Of Permit/Project</u>	<u>Comments</u>
Benicia	\$500	Staff approval	
	\$500	Design Review Commission	
	\$700	Planning Commission	
	\$100	Minor	
	Consultant + 15%	Design Consultation/Administration	
Mill Valley	\$100-\$1,200	Based on project cost	Sliding scale
Ross	N/A		
Larkspur	Deposit Account	All	
Tiburon	\$100	Minor exterior alteration (existing)	Requires neighbors signatures to confirm as minor project
	\$150	Minor design review (existing)	
	\$300	Design Review (existing 400-800sf)	
	\$500	Design review (existing 800+sf)	
	1/2 Original Fee	Amendment (existing)	
	\$1,500	New Building	
	\$300	Minor amendment	
	\$750	Major amendment	
	\$500	Grading or earthwork	
Sausalito	\$480	Single family Home (additn)	Additional \$120/1,000sf
	\$220/unit	Multi-Family (addition)	
	\$600 + \$240/1,000 sf	Commercial (addition)	
	\$240	Structures, landscaping, signs, etc.	
	\$840	Single Family Home (new)	
	\$900	Two Unit Residential (new)	
	\$960	3+ Unit Residential (new)	
	\$960	Commercial (new)	
San Rafael	\$200	Staff	Hourly rates charged when the processing time required is more than initial cost @ \$52.80/hour
	\$250	Zoning Administrator	
	\$980	Planning Commission	
Fairfax	\$175	Single Family Home/\$20,000 Cost	
	\$290 + \$30/unit	Multi-Family (10 units/units over 10)	
	\$175	Ridgeline Scenic Corridor (home)	
	\$58	Ridgeline Scenic Corridor 9structure)	
Novato	Deposit Account	All except Single Family Home	Plan storage fees charged
	\$170	Single Family Home	
Foster City	Deposit Account	All	

Table B-7

Design Review Fees Comparison (Continued)

<u>Jurisdiction</u>	<u>Fee Amount</u>	<u>Type Of Permit/Project</u>	<u>Comments</u>
San Mateo	Deposit Account	All	
Millbrae	\$110	Preliminary	Public hearings include additional costs + \$1/parcel notified
	\$540	New Construction	
	\$325	Exterior Remodel	
	\$110	Sign	
	Consultant + \$325	Second Story Addition	

Source: Fee Study conducted in 1992

■ Review Of 1981 Housing Element Program Effectiveness

As required by State Housing Element Guidelines, this section evaluates special needs and the achievements of City housing programs which were part of the 1981 Housing Element. There are many factors which affect the success or apparent failure of a program. Successful program implementation depends upon what the City has done to implement the program or what other agencies or groups have done to implement the program. Other factors affecting program success include the effects of the economy in general and the decreasing availability of state and federal funding for affordable housing. The City's 1981 Housing Element identified ten program objectives for affordable housing. The status of these program objectives is as follows:

Table B-8

Status of 1981 Housing Element Programs

<u>PROGRAM OBJECTIVE</u>	<u>NUMBER</u>	<u>STATUS</u>
NEW UNITS		
408 Bee Street Project	3-4 Units	Completed 6
Civic Center Parking Lot Site	8-12 Units	Not started
Old City Hall	4-5 Units	All commercial
Mixed Use Projects	5-10 Units	
PROTECTING EXISTING RENTAL UNITS		
Condominium Conversion Ordinance	33 Units	Ordinance passed
FINANCIAL ASSISTANCE TO EXISTING UNITS		
Marin Renters Rebate	56	6 assisted
Section 8 Vouchers	4-5	9 assisted
Rehabilitation Program	5-7	2 assisted
Section 8	7-12	No units assisted
Establishing Funding Source		
Housing Fees on Commercial/Industrial Development	15-20	Fees not imposed
The program objectives proposed in the 1981 Housing Element are incorporated into this		

Housing Element as appropriate. The Civic Center Parking Lot Site and Old City Hall projects are not under consideration at this time.

The following is an analysis of the adopted 1981 Housing Element policies, results achieved by those policies and an assessment of the need to revise or eliminate the policies in the 1995 Housing Element.

■ Policy 1.1

Amend the Zoning Ordinance to establish condominium conversion standards for projects involving five or more units. The Zoning Ordinance was amended with the adoption of Ordinance 993 on September 21, 1982 by the City Council. The Zoning Ordinance amendment enacted the proposed condominium conversion standards identified in the 1981 Housing Element. Those standards include: 1) giving lifetime leases to senior citizens, 2) selling 15% of units at prices affordable to low and moderate income home purchasers, and 3) reimbursing tenants for moving expenses. As a part of the new condominium conversion standards, the 1981 Housing Element anticipated that approximately 33 inclusionary units for persons of low and moderate income would be retained if larger apartment complexes applied for conversion. Since September 1982, the City has approved twenty one (21) condominium conversion air space subdivision applications. Of those twenty one approved applications, none of the applications involved five or more units.

Experience in the past 10 years has indicated that condominium conversion has occurred primarily in small projects. It is not possible for the City to predict the number of units that could be made available to low and moderate income home buyers in projects with more than 5 units. However, if there is a reversal of the current trend, the condominium conversion ordinance is in place.

■ Policy 1.2

Continue to participate in County Rehabilitation Loan Programs. The 1995 Housing Element proposes that the City continue to participate in the County Rehabilitation Loan Program. The 1981 Housing Element stated that there was available funding to provide loans to rehabilitate seven to twelve units in Sausalito. Since 1981, County records indicate that two units were rehabilitated using the County loan program.

The 1995 Housing Element anticipates that the participation in this program will increase and two additional units will be rehabilitated by 1997. The element provides that greater promotion of the program will be undertaken. With the establishment of a Housing Committee that will deal exclusively with housing issues, the City's outreach to the community will be greatly enhanced.

The 1981 Housing Element committed the City to work with the County Housing Authority to encourage property owner participation in the Section 8 Moderate Rehabilitation Program. It was anticipated that approximately five to seven housing units could be rehabilitated using financing made available through this program. While the moderate rehabilitation program was in effect, no Sausalito property owner took advantage of the program. Because the moderate rehabilitation program is no longer in existence, the 1995 Housing Element does not propose to continue the policy.

The 1981 Housing Element supported the creation of a countywide MARKS/FORAN program

enabling moderate income households to obtain subsidized rehabilitation financing. The City did support the creation of a countywide MARKS/FORAN program for housing rehabilitation. However, the program was never able to generate enough support countywide to facilitate the creation of such a program in Marin County. The 1995 Housing Element does not propose to continue this program.

■ Policy 2.1

The City will seek to have low and moderate income housing developed on selected sites.

The 1981 Housing Element proposed to develop housing on three (3) City owned sites and one surplus school site.

In 1984, a proposal was presented to the City to develop a portion of the Martin Luther King school site as low and moderate income housing. This proposal was ultimately denied by the City Council in 1986. In reviewing the proposal, the citizens of the City did not desire to lose what has been historically viewed as Sausalito's only recreational area with large athletic fields and amenities. As a result of this experience, the City is currently in a lease purchase agreement with the Sausalito School District in order to maintain the existing recreational facilities.

Of the land owned by the City, the only site to be developed was the Bee Street site across from the Civic Center. Six senior housing units were constructed by Ecumenical Housing Corporation although the Element anticipated 3-4 units.

Two additional City owned sites were identified as potentially suitable for residential use. A local non-profit organization attempted to develop four senior residential housing units behind Old City Hall along Bridgeway, but due to physical site constraints, the project was not pursued. The building has been seismically strengthened and renovated for retail use and is no longer available for residential use.

The air rights over the Civic Center Parking Lot could still be considered an affordable housing site. A local non-profit housing organization is still considering it, but any form of development on this site will be very costly and is not expected to happen by 1997.

Pursuing housing on specific sites was anticipated to develop approximately 45-61 new residential units in Sausalito. As discussed above, the sites identified in the 1981 Housing Element were not developed, with one exception, resulting in 6 units. The policy of pursuing development on city owned sites has been replaced with one which commits the City to support non-profit housing sponsors in a variety of efforts.

■ Policy 2.2

Encourage the formation of a local, private, non-profit housing development corporation. Since 1981, the City has supported the Sausalito Rotary Housing Corporation. This organization developed ten senior housing units in 1992. The City has financially supported this organization by waiving development fees and donating staff time. The City also supported a density bonus and variances from zoning requirements to provide incentives for greater affordability. The 1995 Housing Element will continue to support and encourage private non-profit organizations in the development of new low and moderate income housing.

■ Policy 2.3

Encourage developers to utilize available government programs for the development of new low/moderate income housing units. Staff will work with Marin County Housing Development Finance Corporation to use State and Federal housing program funds where available. No low/moderate income housing was constructed since 1981 which was sponsored by or assisted by the Marin County Housing Development Finance Corporation. The Corporation has emphasized the use of surplus school sites for housing in the past. Recent budget reductions have limited the expansion of the Corporation's efforts.

The 1995 Housing Element policies will continue to encourage developers to use government funding sources to develop low and moderate income housing in cooperation with any non-profit corporation.

The 1995 Plan proposes to establish a Housing Committee to focus concerned citizens efforts on creating new affordable housing. The Housing Committee, with City staff, will be responsible for directing developers to available funding sources with the help of all existing non-profit housing organizations. The Housing Committee will also continue to provide information on existing programs to the general public.

■ Policy 2.4

Analyze the implications of an amendment to the zoning ordinance which would allow only residential uses on the 2nd and 3rd floors in commercial and industrial zones. The City did conduct an analysis of such an amendment and concluded that the amendment should not be made. The City determined that maintaining residential units in the commercial zones was desirable, but not through mandatory zoning regulations. The City determined that providing various incentives for residential uses would maintain existing residential units. One example of the incentives provided by the City is to allow joint parking in mixed use projects.

In 1985, the local community passed a voter referendum entitled the Traffic Initiative. One of the clauses of the initiative was that all residential uses found in the Commercial Residential zoning district were protected and could not be converted to any other use other than residential. As a result, 50 units were protected. Being located in a mixed use zone, these units were generally accepted to be affordable housing units.

In the industrial zones, the City adopted the Marinship Specific Plan in 1988. During the review of that plan, mixed live-work uses were considered as an option in the Marinship area. In the final analysis, the City determined that residential uses in the industrial zones would not be compatible with the desired result of a marine industrial oriented zone.

In the proposed Land Use Element, the Plan encourages the development of new mixed use projects in the commercial zoning districts. The Plan proposes to encourage mixed use development by requiring residential development on all levels above the street unless commercial uses are permitted by a conditional use permit.

■ Policy 2.5

Through the CEQA process, request financial contributions from commercial and industrial developers for new low/moderate income housing. This policy was never implemented due to difficulty in establishing a clear impact that proposed development would increase the demand for housing in Sausalito. The 1981 Housing Element anticipated that implementation of the policy would create approximately fifteen to twenty units. No new housing was created with this policy.

■ Policy 2.6

Permit the placement of manufactured housing on permanent foundations in all single family zones. In compliance with state law, the 1995 Housing Element will continue this policy. However, due to the high cost of land and the topography of available vacant sites, no new manufactured housing units are anticipated to be located within Sausalito.

■ Policy 2.7

Consider amending the General Plan to allow limited residential use along the waterfront north of El Portal. Since 1981, the City found an overriding need to protect and preserve the maritime industrial uses that were being replaced by office uses. As a result, in 1988, the City adopted the Marinship Specific Plan which affects the Sausalito waterfront from Napa Street north to the City limits. Among the many issues discussed and subsequently regulated by this plan, residential uses were specifically prohibited in this waterfront area. New residential development was also viewed as a threat to the historical integrity of the marine industrial uses located along the waterfront. There was only one exception granted to this rule which was to allow liveaboard use of marine service boats and recreational boats in harbors that could demonstrate a need for security reasons. These instances of residential uses were not to exceed 10% of the total berths of an individual harbor and each harbor must obtain a Conditional Use Permit before allowing liveaboard uses.

A time limit to obtain the necessary permits from the City was established and has since expired. As a result, none of the harbors located in the Marinship took advantage of the CUP permit process. Therefore, the General Plan proposes to amend the zoning ordinance to allow the operators of Marinship harbors to permit up to 10% of the boats in the harbor to be occupied as liveaboards. It also proposes to extend this allowance for liveaboards to harbors south of the Marinship area.

■ Policy 3.1

Expand participation in the Rebate for Marin Renters Program, administered by the Marin County Housing Authority. The 1981 Housing Element anticipated that by expanding the City's annual contribution to the Rebate for Marin Renters Program, and assuming the Buck Trust would continue to match contributed funds, the total funding available in 1985 would reach \$60,000. This anticipated funding rate would assist a total of 56 families in 1985.

Since the 1987-88 fiscal year, the City has contributed an average of \$2,633 a year which totals \$15,800. The matching program is no longer available.

Due to budget constraints facing the City, the 1995 Housing Element does not propose to continue the policy of expanding the City's participation in the Rebate for Marin Renters Program, but rather to continue to participate at a level which maintains the average contribution over the past five years.

■ Policy 3.2

Coordinate with the Housing Authority to facilitate property owners and tenant participation in the Section 8 rent subsidy program for existing housing. The 1995 Housing Element proposes that the City continue to coordinate with the Housing Authority to increase participation of local property owners and renters in the Section 8 rent subsidy program. In 1981 one senior citizen had taken advantage of the program and the 1981 Housing Element anticipated that four to five additional families would be assisted through this program. Since 1981, nine households have taken advantage on the Section 8 rent subsidy program. With the creation of the Housing Committee, a greater emphasis on community outreach to inform the community about the availability of this and other housing programs will facilitate greater participation in the rent assistance programs.

■ Policy 4.1

Prevent discrimination in local housing market. The 1995 Housing Element will continue to provide information on this Federal and State mandated policy.

■ Policy 4.2

Explore possibility of participating in a Housing Referral Service. A private Housing Referral Service was never created. The 1995 Housing Element does not propose to continue this policy.

■ Policy 5.1

Planning Commission will hold periodic public hearings concerning housing issues. This policy was never consistently pursued due to minimal staffing of the Planning Department and high project load of the Planning Commission. The 1995 Housing Element proposes to continue this policy. In order to make this policy successful, the newly established Housing Committee will hold the public hearings. It will be the charge of the Housing Committee to take the lead in identifying and discussing housing issues involving the City of Sausalito.

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